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PEOPLING THE EMPIRE. AN AGREEMENT WITH CANADA.

The agreement which has been signed between the Governments of Great Britain and Canada for the settlement of 3,000 British families upon farms in Canada is the most important development which has occurred since the Empire Settlement Act was passed two years ago. That measure went through the House of Commons in face of considerable opposition on the part of the Labour-Socialists, many of whom denounced in vigorous terms this attempt at one and the same time to relieve the pressure of population in this island and to assist in peopling the empty spaces overseas. But Mr. J. H. Thomas and his Under-Secretary, Lord Arnold, have carried on at the Colonial Office, evidently with sympathy and a full appreciation of its value, the work which was so admirably inaugurated by Mr. J. S. Amery and continued by the Hon. W. A. Omsby-Croft, before the present Government came into office. They will be congratulated on this agreement which, on the basis of each family consisting on the average of father, mother, and three children, contains the promise of new homes in a land of great possibilities for 15,000 persons. The arrangement, in the two Governments' minds, so far as we are aware, is a new departure in migration policy. On arrival on the other side of the Atlantic a period of training will begin, and it is in the insistence on the importance of training that the virtue of this scheme lies. The moment will be offered opportunities for acquiring farming experience by working for a wage on a farm in the district in which they intend to settle, while for the women facilities will be provided for learning dairy work and poultry keeping. Canada is a land in which every one has to work, and work hard—harder, it is asserted, than in the country districts of our own land. That is the testimony which reaches us on all hands, and it is well that that truth should be emphasised even before the intending settler leaves these shores, and that he should serve, as it were, an apprenticeship in the new conditions before setting up on his own account.

FARMS AFTER TRAINING.
When the training period is over the Dominion Government has undertaken to provide suitable farms, containing a sufficient area fit for immediate cultivation in settled and established districts in the various provinces. On all the farms houses will be available, the average cost of which, including advances for the purchase of livestock and equipment, will be about £800 to £1,000. It is proposed that each family shall receive a loan of such sum as they require for the purchase of their farm, and that the loan shall be repayable in instalments spread over twenty-five years. Each family during the period of settlement in the new home, as well as during the time of training, will have a practical and experienced farm supervisor available for advice and guidance, so that the pitfalls into which so many persons fall on entering on new careers in a new country may be avoided. It is further stated that "in some cases" the new settlers will be offered the very farm where they have been trained, while, in other cases, "they will be given the choice of one or two other farms in the neighbourhood." What would earlier emigrants to Canada, the pioneers of countless hearts, who had to fare for themselves, say to such conditions? They represent an enormous advance on anything hitherto attempted, and the new settler will be supported by the knowledge that hard work and thrift will earn the ownership of the family homestead in a period of twenty-five years. A young man and his wife will on the bright side of 25 may expect by the time they are about 50 years of age, when they will still have many years of active life before them, to be the possessors of a farm free of all encumbrances.

GROUP SETTLEMENT.
From the inception of the post-war policy of assisted migration within the Empire, emphasis has been laid on the importance of group settlement. It is a cardinal feature of the Canadian scheme that "families who come from the same district in the United Kingdom will, so far as possible, be settled in the same neighbourhood." By this means the sense of loneliness and isolation on the part of the new citizens of the Dominion will be mitigated and conditions created which will make them feel at home. That must be the aim of all such schemes—to make all the families which go out of Great Britain feel at home in their new environment. Thus they become the missionaries of their new home. The successful settler is the best possible recruiter of new settlers. While we in the Old Country are naturally anxious that these people shall be welcomed and helped in every reasonable way to achieve success, it is of equal importance to the Canadian people that they shall prove "a good advertisement" of the Dominion. For though Canada's population has been almost doubled in the past quarter of a century, there is room in that vast area for ten times as many people as are there to-day. It is to Canada's advantage, as also to ours, that the process of development and settlement should be speeded up. The Overseas Settlement Committee has stressed this double advantage flowing from an active migration policy. The Overseas Empire Canada, as well as other Dominions, needs more men and women if the "estate" is to be inviolate from attack and the fabulous resources which it contains are to be exploited and converted into wealth. We, on the other hand, have too many men and women, who have been brought up and educated at a great cost, but who are surplus human capital which we cannot employ. In a sense their going is our loss, especially if they are skilled in some particular industry, such as agriculture. But there is another side to the ledger, as the Overseas Settlement Committee has (Continued at foot of next column.)

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HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.
Revised by the Members.

PRICE \$5.

DAILY PRESS, OFFICE.

suggested. "In so far as those who leave the United Kingdom for settlement in other parts of the Empire achieve success and multiply in their new homes, they tend still further to improve the conditions of employment in the Mother Country and to encourage the growth of its population by providing a new market for its goods and a continuous supply of necessary foodstuffs and raw materials." Each new settler who "makes good" in Canada or any other Dominion becomes inevitably a willing customer for the things we make. The present Government, in its blindness, has denounced Imperial Preference, but that decision is to be regarded only as a temporary set-back. We have confidence that as settlement proceeds the family sentiment will be promoted, and that this development will link Imperial Preference permanently to Empire Settlement. —Daily Telegraph.

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Whisky for over Seventy-five years.

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A DRAMA OF FLAMING PASSION

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THAT LOVE CRUSHED TO EARTH SHALL RISE AGAIN AND IS
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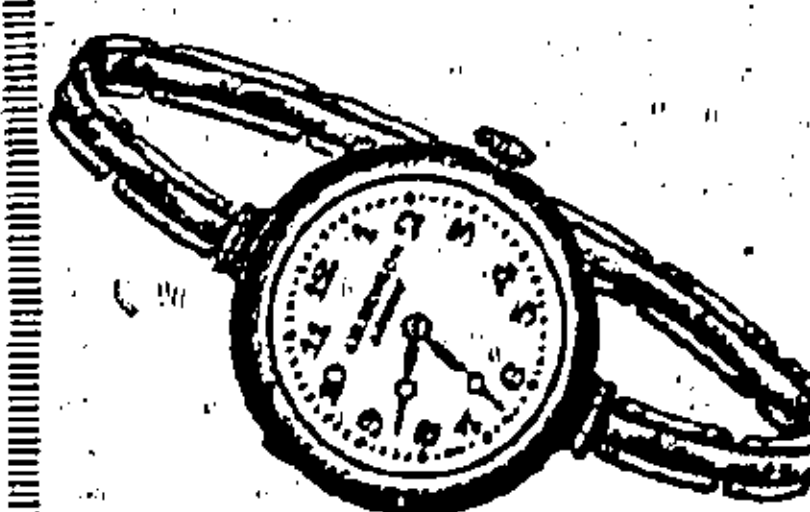
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A Paramount Picture.

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at 2.30, 5.15, 7.15 & 9.15.

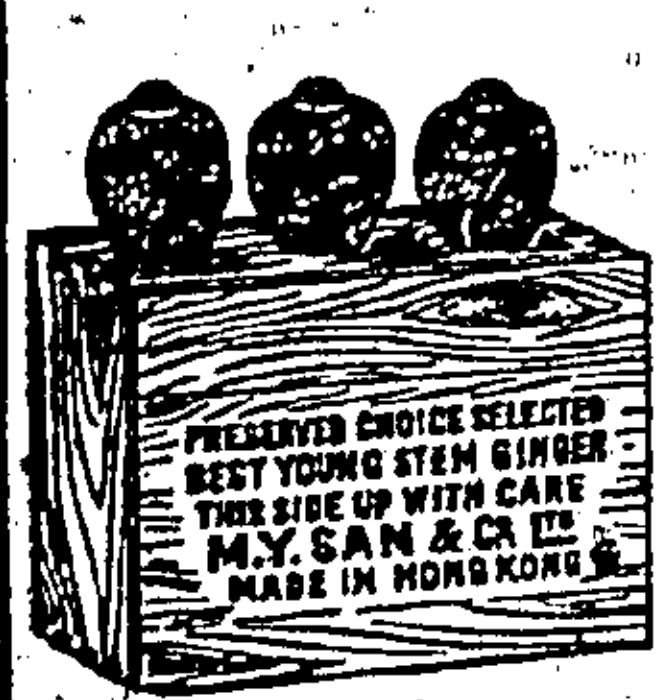
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Hotels old (Dec.) 500 Wharves 100 Hotels, new 32/140 Providents old 100/500
Dairy Farms 50/200 Powells, 100/200 Humphreys 100/500

AND VARIOUS OTHER LOTS
WANTED—Houses for Rent, Hongkong and Kowloon. Prospective tenants will pay up to \$500 monthly.
Apply—GROUND FLOOR, Corner 1st House Street.

CANADIAN GOVERNMENT'S TARIFF POLICY.

STRONG ATTACK BY MR.
MEIGHEN

Denouncing the tariff policy of the Government, Mr. Meighen, Leader of the Opposition, in an address to the Western Ontario Conservative Association at Stratford, declared that since the advent of the King Administration an army of 300,000 Canadian working men, with a collective earning capacity of \$300,000,000 (\$360,000,000) a year, had emigrated to the United States.

"As the result of the King tariff policy," he said, "there has been a contracted output from Canadian factories. It has put thousands of workmen on the streets and it has not even reduced the price of agricultural implements to farmers. What reductions there have been have been due to the lowering of the Sales Tax, but in spite of that, the general price of farm implements is higher than when the Liberals came into power."

"Dealing with the effect of the Government's tariff policy on specific industries, Mr. Meighen pointed out that 17 textile mills had now closed down, the workers having been compelled to go to the United States, that 24 agricultural implement and tractor makers had closed their doors, and that 10 fertilizer factories had gone out of business. Altogether, over 1,000 Canadian factories had been forced to shut down, and an even greater blow to industry was the threat of further tariff reductions, which undermined business confidence."

Mr. Meighen warned Mr. Mackenzie King that the Government must bear full responsibility for the present unemployment, for which he saw little prospect of relief in the coming winter.

HOURS OF LABOUR IN JAPAN.

A U.S. Consular report states that since the enactment of factory laws in Japan, and the adoption by that country of the rulings of the International Labour Conference, there has been a gradual tendency towards a shorter working day in Japanese industries. The average working hours range from a maximum of 15 to a minimum of 8 hours per day, including recess time, according to figures prepared by the Government Welfare Bureau. The average for all branches of manufacturing industry in the country is stated as about 10 1/2 hours. This compares very favourably with a former average of from 12 to 14 hours, but it is evident that the country is still very far from the universal adoption of the eight-hour day.

Of the 34 factories investigated, representing 14 leading industries, 94 per cent. had an average working day of less than 10 hours, 49 per cent. worked from 10 to 11 hours, 29 per cent. from 11 to 12 hours, and only 3 per cent. more than 12 hours. The daily recess for these industries average 1 hour and 4 minutes.

THE PHILIPPINES AND PROHIBITION.

ISLANDS CANNOT REMAIN
"WET."

An Associated Press radio message to Manila papers from Washington dated September 23rd, says:—

The State Department last June issued instructions directing Consuls to decline to clear vessels on which liquor to be used as a beverage was loaded, if the vessel was destined for the Philippine Islands.

This order was made on the basis of a legal decision that such shipments were deemed contrary to the 18th amendment.

The distribution of the instructions was made public to-day upon receipt of Manila dispatches protesting the stoppage of liquor shipments.

HONGKONG SHARE MARKET CLOSING QUOTATIONS.

SEPTEMBER 30TH, 1924.

Hongkong and Shanghai	\$1,185
Banks	\$1,185
Canton Insurance	\$720
Union Insurance	\$238
Hongkong Fire Insurance	\$300
Douglas Steamships	\$32
H.K. & C. M. Steamboats	\$41
Star Line	\$104
China Steamers	\$125
Langkate (Combined)	\$12 nominal
Kowloon Wharves	\$312 nominal
Whampoa Docks	\$175
Shanghai Docks	\$175
New Engineering	\$119
Hongkong Land	\$119
Hongkong Hotels	\$32
Humphreys Estates	\$23
Ewo Cotton Mills	\$14
Shanghai Cottons	\$14
Cement	\$22
Hongkong Rope	\$62 (combined) nom.
China Provident	\$32 (combined) b.
Dairy Farms	\$27
Waterboats	\$16
Watsons	\$26
Hongkong Electric	\$43
China Light	\$29
Hongkong Tram	\$46
Pak Tramways	\$21

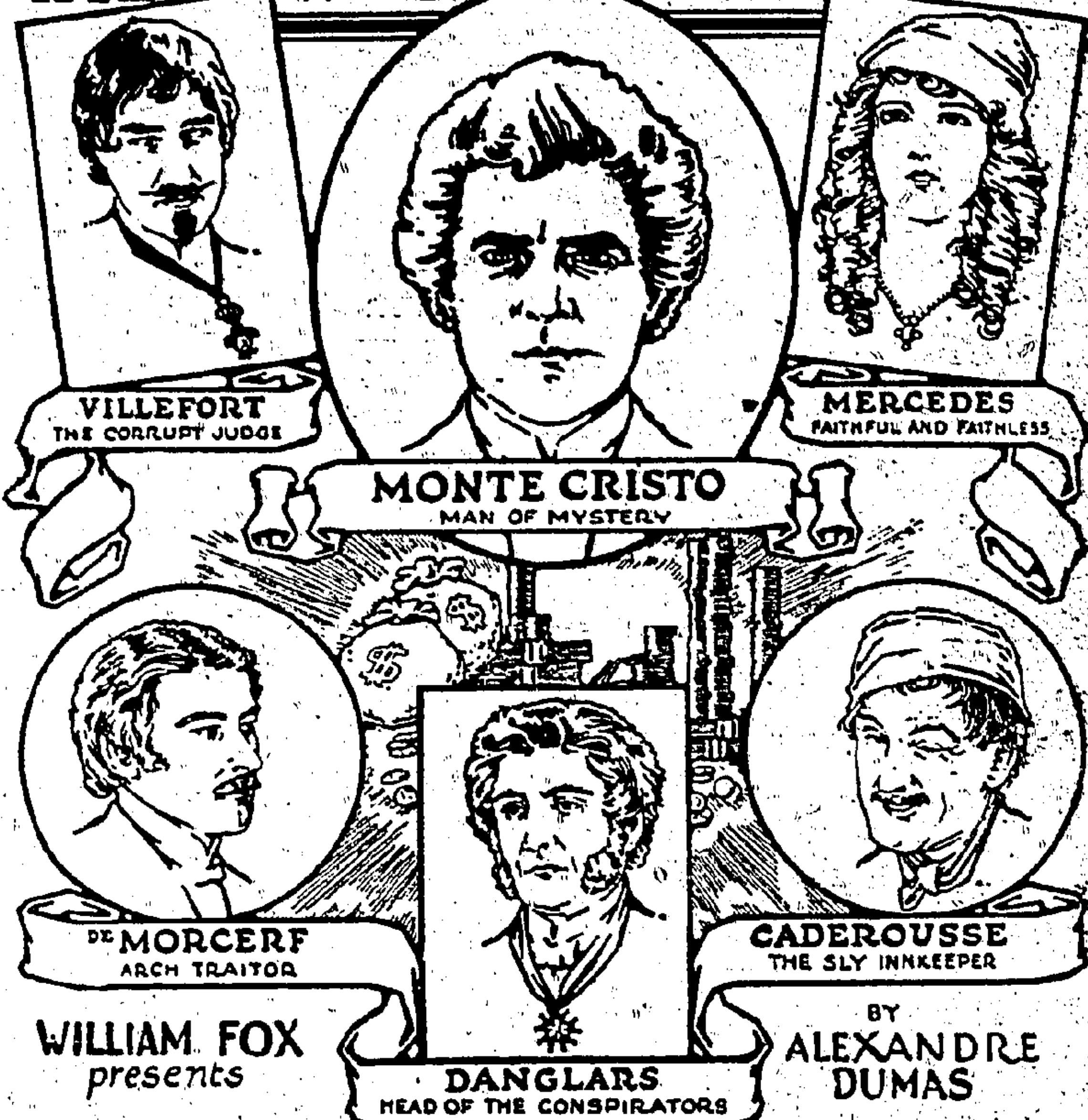
b—buyers; s—sellers; a—sales.

MERCANTILE BANK DIVIDEND.

The local Manager of the Mercantile Bank of India, Ltd., has received cabled advice that the Bank has declared an interim dividend of 8 per cent. less income tax.

A settlement of the Ruhr if it comes about will render a great service to the cotton trade.—Mr. William Greenwood, M.P.

THEY WILL NEVER DIE



MONTE CRISTO

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Bernard McConville

The characters created by the mighty brain and pen of Dumas in "Monte Cristo" are immortal in the realm of literature. Monte Cristo, Villefort, Mercedes, de Morcerf, Danglars, Cadrouse—the very mention of their names thrills you. At last the magic wand of motion pictures has touched them and given them life. See them, love them, hate them, laugh at them with a delight never before possible. They will live through eternity in this amazing picture, based on a masterpiece by the greatest character creator and plot builder of all literary history.

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The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes life unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular seats or ports which when they register with each other and the ports in the block allow the ingress and egress of the gas without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleansing of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston, cooled by the circulating radiating qualities is used so neither the combustion chamber nor the head of the piston gets too hot to burn the residue from the exposed gases to form carbon, while there is still enough heat remaining to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it forces pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO.,

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\$12.50, \$14.50.
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At 95 cents per tin of 50.

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NEWLY ARRIVED SHIPMENT OF

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HIGH CLASS LADIES' FOOTWEAR

INCLUDING EXCELLENT DESIGNS IN

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SHOES.

A SPLENDID
ASSORTMENT
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SHAPES AND
STYLES IN
EVENING SHOES.

MODEL 1
BLACK GLAZE KID
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PRICE: \$15.50

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TAN GLAZE, TAN AND
GREY SWEDE
PRICES: \$16.50 & \$19.50

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FANCY BAR
EXCELLENT
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PRICE: \$18.50

WHITEAWAY LAIDLAW & CO., LTD.

THE LATE MR. A. G. STEPHEN. FUNERAL AT KENSAL GREEN.

The following report of the funeral of the late Mr. A. G. Stephen is taken from the *China Express and Telegraph* (London) of September 24th:—

A large attendance at the funeral and a profuse array of beautiful wreaths, chaplets, sprays and crosses to adorn the grave testified to the esteem in which the late Mr. Stephen was held. The funeral took place on September 24th, at Kensal Green Cemetery. The body had been embalmed by Mills and Sons. Placed in a beautiful casket of Spanish mahogany and bearing a plate with the inscription,

ALEXANDER GORDON STEPHEN

At Rest

27th August, 1924

it was taken to the chapel in the cemetery, where, amidst a wonderful floral setting it was surrounded by friends who had assembled from far and near to pay their last tribute to the memory of the departed. The Government of Hongkong, with which the late Mr. Stephen was closely associated, was officially represented by Mr. E. R. Hallifax, C.B.E., and a handsome wreath sent on their behalf was conspicuous among the floral tributes. The little chapel was crowded to overflowing and a most impressive service was conducted by the Rev. Dr. Duggan, Bishop of Victoria, Hongkong, assisted by the Rev. R. Kent Teesdale. The choir led the singing of the hymns "Through all the Changing Scenes of Life" (200), "O God Our Help in Ages Past" (165) and "On the Resurrection Mornings" (499). Psalm XXIII, "The Lord is My Shepherd," was also sung. After the service in the chapel the cortege moved to a beautiful and sheltered corner of the cemetery, where, previous to interment, the casket was placed in a metallic vault. Surrounding the grave during the reading of the simple burial service by the Bishop, were the chief mourners, comprising the two daughters of the deceased, his brother, Mr. Arthur Stephen, Sir James Stewart Lockhart, K.C.M.G., Sir Newton and Lady Stahl, Sir Charles Addis, K.C.M.G., Mr. and Mrs. H. D. C. Jones. Others present were:—

Mr. A. B. Wise, Sir Arthur Keith, Messrs. S. A. Gray, W. A. Argent, F. O. Reynolds, E. J. Chapman, G. L. Wilson, G. H. Lees, Edward Blunt, A. H. Compton, N. E. Cornish, W. Bayne, A. Brady, K. F. Gordon, and W. Fraser, and Colonel Reiss, Messrs. F. H. Crossley, P. A. Skinner, N. Croucher, Andrew Beattie, F. C. Kendall, Hugo Reiss, J. J. Moore, H. Geary Gardner, and J. F. Mayers, Major W. S. Nathan, C.M.G., Messrs. John T. Hamilton, P. de C. Morris, and H. H. Fox (British Legation, Peking), Commander Ellison, Messrs. R. V. Parr, G. H. Stitt, J. H. Smart, R. V. Lynd, R. H. Hill, G. A. Richardson, H. F. Bell, T. P. H. H. Macpherson, C. H. P. Hay, F. E. Caesar Hawkins, S. Baker, William Adamson, H. Arnold, G. Hutton Potts, and A. S. Garrit, Mr. and Mrs. McCarthy, Mr. Alston, H. W. Robertson, D. G. M. Bernard, G. M. Dodwell, Mr. and Mrs. Paterson, J. Armstrong, H. Hancock, J. Scrymgeour, G. S. Aveyard, G. E. Hubbard, Sir Ed. Crowe, Messrs. M. Donald Clark, M. Blount, Representative Gordon & Co., Messrs. J. K. Moir, S. H. Dodwell, C. H. Wilson, and W. R. McCullum, Sir Paul Chater, Sir James Jamieson, Sir Reginald Gamble, Dr. Marriott, Mr. Kenneth Steven, Dr. Freitas, Portuguese Minister of China, Mr. A. Valentine, Sir David Landale, C. C. Barlow, F. L. Lawrence, G. Duncan, M. Moncur, W. S. Nicholls, D. C. Edmonstone, and L. T. Easton, Sir Robert Ho Tung, Sir Charles Ellis, Messrs. J. L. Crockett, Major Henry Keswick, E. R. Hallifax, R. Sutherland (Representative H.K. St. Andrew's Society), Mr. Edward White, A. P. Wood, Jardine, Matheson Co., and Mr. T. H. Whitehead.

TRIBUTES.

The following is a list of the floral tributes:—

The Stewards and Members of the Shanghai Race Club; Mr. and Mrs. H. B. Roe, Singapore; Mrs. F. H. Bugbird; Mr. W. L. Pattenden, Hongkong; Mr. and Mrs. J. S. Law, Singapore; Japan Staff of the Hongkong and Shanghai Banking Corporation; Staff of the Hongkong and Shanghai Banking Corporation, San Francisco; Mr. and Mrs. A. A. Brady; Mr. and Mrs. Gordon Stitt; Staff of the Hongkong Banking Corporation, Manila; St. Andrew's Society, Shanghai; Dr. and Mrs. E. L. Mares; Mr. and Mrs. Arthur P. Wood and Miss Wood; Members of the Hongkong Club; P. A. Cox, Esq., Hongkong Chinese Chamber of Commerce, Hongkong; General Chamber of Commerce, Hongkong; Mr. and Mrs. J. McArthur; Mr. and Mrs. Birkett, Hongkong; Holyoak & Massey, China; Mr. and Mrs. Lawrence N. Leefe; Directors and General Manager and London Branch Manager of the Union Insurance Society of Canton, Ltd.; Admiral Sir Arthur and Lady Leveson; Members of Hongkong Stock Exchange; P. R. B. Hancock, Esq., Hongkong; Le Directeur de la Banque Russo-Asiatique a Paris; E. H. Balfour, Esq.; Sir J. C. and Lady Peter; Messrs. Jardine, Matheson & Co., Ltd., China; Chairman and Directors of the British and Chinese Corporation, Ltd.; Major and Mrs. M. S. Nathan; Exchange Brokers' Association, Shanghai; St. Andrew's Society, Hongkong; Minnie, Lady Jardine; Sir Reginald and Lady Gamble; Mr. and Mrs. S. L. Wilson, Shanghai; Mr. G. Arthur Richardson; Messrs. Palmer & Turner, Shanghai; Hongkong Jockey Club; Mr. and Mrs. Edward White; Mr. and Mrs. D. G. M. Bernard; Mr. and Mrs. Sydney Mayers; Mr. C. H. P. Hay; Lady Addis; Miss Robin S. Miss Susan Addis; Dr. and Mrs. Marriott; Mr. A. M. Ruth; Mr. J. T. Hamilton; Mr. and Mrs. Harvey Hancock; Mr. J. J. Mure; Mr. and Mrs. Richard Hancock, Hongkong; Mr. and Mrs. Murchison Fletcher; Sir Newton and Lady Stahl; Sir Wm. and Lady Rees Davies; F. B. Noble; Johnson, Stokes & Master, Hongkong; the Foreign Staff,

Hongkong and Shanghai Banking Corporation, Colombo; Mr. G. C. Moxon; Kenji Kodama, Tokyo; Down, Lady Jackson; Mr. and Mrs. H. D. Sharpin, Singapore; The Comptroller, Saigon; the Managers of the Chartered Bank, Ltd.; Mr. and Mrs. Andrew Beattie; Members of the Executive and Legislative Councils of Hongkong; A. B. Wise, Esq.; Donald Forbes, Esq.; R. C. Edwards, Esq.; Mr. and Mrs. H. G. Gardner; Mr. and Mrs. Stanley H. Dodwell; Board of Directors of the Hongkong and Shanghai Banking Corporation, Hongkong; Staff of the Hongkong and Shanghai Banking Corporation, Hongkong; Exchange Brokers' Association, Hongkong; Foreign Staff, Saigon; Russo-Asiatique Bank, Hongkong; Sir R. E. Stubbs, K.C.M.G.; Mr. and Mrs. A. B. Lawson, Local Staff, Saigon; Messrs. A. R. Burditt & Sons, Shanghai; Mr. and Mrs. A. H. Compton; Mr. and Mrs. H. E. Arnold; Arnold & Co., Ltd.; Richard E. Wilson, Esq.; Jack H. Lindall, Esq.; George and Harold Reynell; Partners of Slove & Co., Ltd., Shanghai; N. E. Cornish, Esq.; Sir James Jamieson; F. R. Marshall; Sir Paul and Lady Chater; the Hongkong and Shanghai Banking Corporation, Surabaya; Staff of the Hongkong and Shanghai Banking Corporation, Batavia; Mr. and Mrs. Edward V. D. Parr; Mr. and Mrs. H. E. D. Hancock; Mr. and Mrs. Sandford; Mr. F. Souter and Mr. J. H. Perry; W. S. Nicholls, Esq.; Mrs. Hartnell Beavis; Mr. and Mrs. R. P. Paterson; Brig. Gen. and Mrs. E. R. Macnaghton; Staff, Hongkong and Shanghai Banking Corporation, Singapore; Mr. and Mrs. E. H. Gordon; Mr. and Mrs. M. G. Seeley; Lieut. Col. and Mrs. David Joets; Mr. Hugo Reiss, Hongkong and Shanghai Banking Corporation, London; Mr. and Mrs. L. T. Easton; Mr. and Mrs. J. K. Hutton; London Office Staff of the Hongkong and Shanghai Bank; the Local Staff, Hongkong and Shanghai Banking Corporation, Colombo; Mr. and Mrs. G. Potts; Mr. and Mrs. J. D. Stuart; Mr. G. B. Layton; Marion Liddell; Governor of Hongkong; John Swire & Sons, Ltd.; A. Sharp Navin; A. G. Kellogg; Mr. and Mrs. A. C. Hynes; Mr. and Mrs. G. Mackay Dalrymple; Hongkong; Mr. and Mrs. Sharpin, Singapore; I. M. Underwood Navin; the Royal Hongkong Golf Club; E. A. Chakaboti; Mr. and Mrs. Lawrence; P. H. Holyoak; Hongkong; Mr. and Mrs. H. A. Barlow; Mr. and Mrs. Eline Kingcraze; his sorrowing brothers and sisters; Arthur, James, George and Elizabeth; R. A. Rogers and family, Hongkong; Mr. and Mrs. T. S. Baker; Mr. and Mrs. W. R. McCallum; Mr. W. Adams Oram; J. L. M. Murray, Penang, 1904; Mr. and Mrs. A. W. Homersham and family; V. and V. Richard Hancock; Sir Robert and Lady Ho Tung; the Managers, Yokohama Specie Bank, London; Mary Margaret Stahl; Nicholas Stahl; William Stahl; Susan Stahl; Mr. and Mrs. A. M. Townsend; Admiral Sir Alexander L. Duff; Mr. and Mrs. Ho Wing, Hongkong; Mr. and Mrs. Herbert J. Geddes; Mr. H. Birkett; Mr. H. Birkett; Mr. and Mrs. H. G. Lambert; Mr. G. M. Young, Hongkong; Mr. and Mrs. D. L. Edmondson; Mr. and Mrs. R. T. Wright; Miss L. M. Wright; Mr. and Mrs. D. W. Crawford; Miss Crawford; Mr. and Mrs. F. J. Burritt; William Little & Co., Ltd., Shanghai; the Chinese Staff, Saigon; and Mr. and Mrs. A. O. Lang.

The premises of the London Branch of the Hongkong and Shanghai Bank in Gracechurch St., were closed to business to the public on the afternoon of the funeral.

AN APPRECIATION.

The death of Mr. A. G. Stephen, who passed away after a short illness in a nursing home in London, has come as a great shock to a very wide circle of friends and admirers by whom he was so much beloved and so highly esteemed. He returned from Hongkong to England for a holiday last June, and after a brief stay in this country proceeded to Conterreville with his daughters. After remaining there for three weeks, he went to reside at his villa at Fétan in the Engadine, and, having caught a chill whilst travelling to his destination, he became ill there. As his health showed no signs of improvement, he was seriously ill that he returned to London. On his arrival on August 25th, he went at once to a nursing home, where all medical efforts proved of no avail, and he passed away on August 27th.

Mr. Stephen was born in Aberdeen on September 14th, 1862, but when quite young went to live at Turfhill, in Aberdeenshire, where he received his education under a "Dominie," who was well known as a teacher. Like many other famous Scots, he left school when young to serve an apprenticeship in the Town and County Bank, in Aberdeen, his native city. There he remained until 1882, when he joined the London office of the Hongkong and Shanghai Bank. In 1885 he was transferred to the head office of that Bank in Hongkong, and had the good fortune to serve there under the chief manager, Mr. (afterwards Sir) Thomas Jackson, or "T.J.," as he was always called, who was famous for his ability as a banker. Mr. Stephen was quick to avail himself of the privilege he enjoyed of working under such an exceptional chief, and he never tired of speaking in terms of the greatest affection and admiration of his beloved Chief. Though a hard and conscientious worker, Mr. Stephen was always keen on manly sports, and in his youth was well known for his prowess as a rowing man, rowing being one of his favourite pastimes, in which he distinguished himself and through which he made lifelong friends. One of his old friends with whom he rowed in the Scotch four over thirty-five years ago was one of the last persons to see him alive, and to bid him a last farewell. After having left Hongkong, where he had deservedly found favour in the eyes of his Chief and had justly earned for himself among a host of friends a reputation as "one of the best," he was transferred to Batavia and then to Bombay. At the latter place he met the

charming lady who became his wife. From Bombay he was moved to Penang, and in 1906 to Manila as manager.

There he remained until 1911, when he was rewarded for his excellent work by being appointed manager of the Shanghai branch, which is regarded as one of the most responsible posts in the Bank. At this time Mr. (now Sir) Newton Stahl was chief manager at Hongkong, having succeeded Mr. J. R. M. Smith, and as was often said at the time: "The S. and S. (Stahl and Stephen) combination is hard to beat." He continued to be manager at Shanghai until 1920, at that time he was in charge there during the whole period of the war and, its immediate aftermath. That was a period, if ever there was one, which required a strong man, a cool head and ability of an uncommon order. Fortunately Mr. Stephen possessed all those qualities, and his conduct of affairs during that time of storm and stress showed that he was a true product of that "City of Granite" where he was born, and that he well deserved, for the imperturbable manner in which he faced all difficulties, the name of "The Rock," given to him by one whom he loved, and who loved him dearly. Whilst in Shanghai he made a great name for himself both as a banker and as a man of sterling worth. He took a leading part in the general social life of the place, and was noted for his kindness, his good nature and his princely hospitality. He was much interested in racing, and two of the ponies of which he was joint owner won The Champions at Shanghai and Hongkong.

In 1921 he was appointed chief manager at Hongkong, his old friend and colleague, Sir Newton Stahl, being made one of the managers in London, so that the "S. and S. combination" was still maintained with results that proved most satisfactory to all those who are interested in the material welfare of the Bank. Whilst he was chief manager, the new Bank at Shanghai was built—one of the largest buildings of its kind in the world—and other new premises for the Bank were also erected, or are being erected, at Hankow, Tientsin and Singapore. This policy of having the Bank worthily and properly housed, though it may be criticised by those whose views are not long and who want immediately larger returns on their invested capital, is undoubtedly a wise one. Old China hands will remember that when the new Bank was built in Hongkong, its size so blinded the "vision of not a few" that they called it "T.J.'s Folly." To-day, the premises of that Bank have been found to be insufficient, and it has been necessary to bring within the sheltering wing of the miscellany folly the adjoining building. Mr. Stephen's great success as chief manager in Hongkong is known to everyone in Shanghai, a leading spirit, and he was most popular with all classes. He was a member of the Legislative Council, and after he had resigned his seat on it, he was appointed to be a Member of the Executive Council. He was regarded by the authorities of Hongkong as a most able Counsellor, and the benefit of his assistance and advice will be much missed.

Mr. Stephen was a great and striking personality. With a presence tall and impressive, he was possessed of great physical strength and of a courage which was undaunted. He was quick in observation and an excellent judge of character. Gifted with a keen insight, he soon came to a decision which was seldom wrong. He was broadminded and tolerant, which made him a general favourite among all races. Among the Chinese with whom he was brought into intimate contact he was held in the highest esteem, and was frequently consulted by them. His wise counsel was often sought by high and low, regardless of nationality, and he never refused to lend a helping hand when his aid was invoked. He had a most generous nature, and assisted many upon whom fortune had not smiled. He had a "pawky" humour which often revealed itself both in business and social life, and his speeches at meetings of British Scots in Shanghai and in Hongkong showed that he had a gift of speech. He had a very tender heart and a great fondness for the young, with whom he was always ready to share their joys and their sorrows. He had a very simple nature, and was entirely free from affectation. He showed that "good manners hardly have a single master-key unless it be simplicity and freedom from the curse of affectation." He was the most loyal of friends, and to the great Banking Institution, with which he was so long and so honourably associated, and in which he had such a brilliant career, he was ever the most devoted servant. Nothing could tempt him to leave it, though material temptations to which others of a different and weaker mould might have yielded, were dangled before him. He always felt that

"He most lives
Who thinks most, feels the noblest,
Acts the best."

and was invariably, like the Companion of Honour, "in action faithful, and in honour clear."

Mr. Stephen has passed away, but he has left behind him a fragrant memory which will long survive among his numerous friends and admirers who will never forget his fine and noble character and his simple and lovable nature.

J. H. S. L.

CHINESE IMMIGRATION INTO UNITED STATES.

COURT HOLDS THEY CAN ENTER.

An Associated Press message from Seattle to the Manila papers, dated September 23rd, says:—

Holding that the 1924 immigration act does not abrogate the provisions of the treaty between China and the United States, the federal judge here today granted writs of habeas corpus to 24 Chinese denied admission here who were to be returned to China on October 1st.

LOCAL SPORT.

BATH RECORD BEATEN.

INTERESTING HEAT IN V.R.C. CHAMPIONSHIPS.

In connection with the annual swimming Championships of the Victoria Recreation Club, a further series of preliminary heats were decided yesterday evening. In the 220 Yards (Open) Championship, A. May, who won his heat in 2 mins. 38secs., beat the bath record by one-fifth's sport was that the bath record was lowered for a second time by D. Lyon, who lowered the previous heat winner's (May) time by 3.45 seconds. The final should be a very interesting event, May being considered favourite. The final will take place on Thursday.

The full results were as follows:—

HEAT 1.

A. May, 1; C. J. Cook, E. W. Raitton. Time: 2 mins. 38.45secs.

HEAT 2.

D. Lyon, 1; 2 mins. 35.45secs.

B. Rasmussen, 2 mins. 36.2secs.

May, Cook, Lyon and Rasmussen will compete in the final.

BOYS' CHAMPIONSHIP.

PRELIMINARIES.

First heat: A. Bliss, 73.2secs.; H. Pina, Y. Gittins, K. Evans.

Second heat: R. G. Wiltchell, L. Roza, Pereira (dead heat), 73.3secs.; H. M. Remedios, C. A. Figueiredo.

In the Breast-stroke Championship, where there are 15 entrants, four turned out yesterday evening, and the Committee decided to take their times. The competitors with the best times take their places for the final. The remainder will be tried off to-day.

First: Wan Kwang Tung and J. H. Kent (dead heat) 80.2secs.; 2nd: Leung Tin Sang, 82.4secs.; 3rd: Ng Yuk Kwai, 84.3secs.

To-day the heats of the Girls' Championship (15 years and under), 100 yards, will be decided.

HOCKEY.

A further practice game for members of the Hongkong Hockey Club has been arranged to take place this evening on the Marine ground, Kowloon, at 8.15 p.m. The teams selected are as follows:— Whites: A. Bower, H. C. Macanally, J. H. Kearns, D. S. Green, W. A. Lock, H. G. Gardner, D. H. F. Macmaster, G. B. Hest, A. Woodward, H. B. Meadcock, F. J. Price.

Colours: P. W. P. Mills, C. J. M. Hughes, C. L. R. Becker, L. A. R. Dunbar, Rev. N. Evans, H. R. Remington, H. H. Rose, J. A. H. Plummer, W. Hyde, W. A. Nowers, J. C. Fears.

CINEMA NOTES.

QUEEN'S THEATRE.

"Not only does 'The Affairs of Anatol,' the Paramount all-star picture boast a number of names which are household words in the screen world, but even Elinor Glyn, the famous novelist, permitted herself to be persuaded with the others in a society scene in the film. Among the better-known of the stars are Wallace Reid, Gloria Swanson, Bebe Daniels, Wanda Hawley, Agnes Ayres, Elliott Dexter and Monte Blue so that cinema-goers will have an opportunity of seeing one or more of their favourites in the same picture. The picture could be described as an analysis of modern matrimonial and divorce problem and the plot has been handled with the mastery which is Cecil B. de Mille's chief distinction. He has developed a powerful story at the same time adding a sympathetic comedy note that relieves the serious vein of the plot without detracting from the power or vividness of the central theme. 'The Affairs of Anatol' will be shown at all four performances at the Queen's Theatre to-day and until Sunday.

THE WORLD THEATRE.

"Lucretia Lombard" showing at the World Theatre to-day is a screen adaptation of Kathleen Norris' famous novel of the same name and deals with Lucretia Lombard, who after eight years of disappointed marriage life, gets the chance to start all over again. She is attracted to a younger man. He is in the same predicament—bound to a woman he had loved out of a sense of duty. On this the drama hinges. Co-starring in this Warner Brothers classic of the screen, a Harry Raffi production, are Irene Rich and Monte Blue, two bright luminaries of the silver screen who will be remembered for their brilliant work in "Brass." Jack Conway directed the picture, which has received highest praise in cities where it played.

THE CORONET.

"The Count of Monte Cristo" appeared in 1944, when Dumas had been writing plays and stories for twenty years, and at a period when he was most extraordinarily prolific. In that year, assisted by his staff of compilers and translators, he is said to have turned out something like forty novels. "Monte Cristo" first gave Dumas novels a world-wide audience. Its unflagging spirit, the endless surprises, and the air of reality which was cast over the most extravagant situations, made the work worthy of the popularity it enjoyed in almost every country in the world. The island from which it takes its name is a barren rock rising 2,000 feet out of the sea, a few miles south of Elba. The film which has been made from this famous story is in every way worthy of the grant theme, as local cinema-goers can readily judge for themselves by paying a visit to the Coronet Theatre where this notable production will be the feature attraction for a week. Screened without any regard for expense, "The Count of Monte Cristo" is undoubtedly one of the pictures of the year, one of the pictures which not only the habitué but the casual cinema-goer too should make a special point of seeing. Added to the great romantic appeal of the picture itself is the charm of the special music, giving the finishing touch to a notably enjoyable entertainment.

BUS AND CAR COLLISION. THE ACTION FOR DAMAGES. INSULTING THE INTELLIGENCE OF THE COURT.

The action was continued in the Summary Court yesterday morning, in which the Chung Mei Garage Co., Ltd., sued the Chung Hing Motorbus Company for \$500 damages due as the result of a collision in the New Territories.

Mr. C. H. Lyson appeared for the plaintiff company and Mr. G. S. Hugh Jones represented the defendant company.

According to the plaintiff's story told to the Court on the previous day, whilst the plaintiff's car was proceeding up a hill at Tai Lam Tung village, the defendant's bus in passing grazed the front portion of the car causing it to swerve into a projecting rock at the side of the road and thereby causing it considerable damage.

Mr. Hugh Jones, in his address for the defence, said that it was necessary to examine such points of evidence agreed upon by both parties and such points which spoke for themselves. It was agreed that the car received injuries on the day in question and that such injuries were caused by impact with a rock at the side of the road. It was further agreed that the right rear mud-guard of the car had been slightly bent and also that there were various slight scratches on the rear part of the bus.

The question to be decided was: "How did the car come into contact with the rock?" The plaintiff's case was that the defendant's bus pushed the car into the rock. The defendant's evidence showed that the plaintiff's car was being driven carelessly, and that there were three people sitting in the front seat where there should only have been two. Two of the people in the front seat had their hands on the steering wheel. The bus as it came up behind sounded its horn and the plaintiff's car moved further over to the left hand side of the road, thus striking the rock which projected slightly.

The car stopped dead and at the same time the rear portion of the car swung out into the middle of the road. The bus at that time was 20 yards behind the car. It stopped and then moved on again and the driver of the defendant bus admitted actual physical contact with the car which was due to him omitting to make a big enough sweep in passing the car. The bus slightly grazed the body of the car but it was so slight that the driver did not feel the impact. In conclusion Mr. Hugh Jones pointed out that the maximum damages had been asked for and asked that judgment be given for the defence with costs.

JUDGMENT FOR PLAINTIFF.

Mr. Lyson, for the plaintiffs, submitted that he was entitled to the damages asked for as his case had been amply borne out by evidence. If he might be allowed to express an opinion he considered that the dignity of the Court had been affronted and its intelligence insulted by the way in which the principal witness for the defence had given his evidence. His Lordship had been told that the plaintiff's car had been zig-zagging about the road for five minutes—which was the equivalent of a couple of miles—before the accident. If this was so why did not the bus stop instead of attempting to pass a car that was zig-zagging. By attempting to pass, the driver of the bus was endangering the lives of his passengers, that bus being fully loaded. The Court had also been told that the wheel of the plaintiff's car was handled by four hands. That was another instance of how the intelligence of the Court had been insulted. A driver might teach a beginner in his spare time but he would not do so when there were seven or eight passengers in his car. In support of the plaintiff's story Mr. Walters had said that there were marks on the road where the car had been pushed into the side of the road.

His Lordship gave judgment for the plaintiff for \$211.75 and costs, and in doing so congratulated Mr. Hugh Jones on the way he had conducted the case for the defence, although it was new to him. The evidence given by the defence, however, did not bear the stamp of truth.

STANDARD RENT. JUDGMENT FOR THE TENANT.

The Puisne Judge gave his decision yesterday morning on one of the important points brought forward in a rents case heard last week in the Summary Court. In addition to claiming damages from the landlord for trespass, the plaintiff claimed \$250 as rent paid in excess of the standard rent. At the time of hearing the case his Lordship awarded \$25 damages for trespass and made an order for possession, but reserved his decision as to the standard rent. Yesterday his Lordship made a further order for the refunding of the whole of the \$250 which had been paid in excess.

During the course of the hearing of the case, Mr. E. S. O. Brooks, for the plaintiff, said his client took possession of the ground floor of No. 26, Woe Sung Street, Kowloon, in 1921, at a monthly rental of \$25. In April of the following year the rent was raised to \$35, which was \$10 a month in excess of the standard rent.

Mr. Russ, admitted for the defence, said that \$35 per month excess rent had been received by the landlord.

His Lordship's decision was that the whole of the \$10 paid each month was in excess of the standard rent of \$25.

ECHO OF THE PIRACY OF CHEUNG CHAU LAUNCH.

WAGES CLAIM FOR PERIOD OF CAPTIVITY.

The piracy of the Cheung Chau ferry launch, *Lee Fat*, of a year ago, was recalled yesterday when a case was opened in the Summary Court, in which a shop coolie sued his employers, the Cheung Shung Wo Oil Company for \$200 being wages due. One of the questions raised in the case was as to what was the effect on the engagement contract of a man who had been captured by pirates.

Mr. C. A. S. Russ was for plaintiff and Mr. J. T. Prior for the defendant. Mr. Russ, outlining the case for the plaintiff, said his client's wages at the crucial period were \$11 a month, and he was entitled to a share of the perquisites. In consequence of that right, the contract was for a period of one year, and it continued for another year unless he was dismissed before the 2nd day of the first moon. In October of last year, he asked for leave to go to Cheung Chau, and this was granted. On his way back to Hongkong the launch *Lee Fat*, was captured by pirates and the whole of the passengers were taken to the pirates' den in the Heungshan district. About April of this year plaintiff escaped and found his way to Hongkong where he was again employed by his old firm. He did not wish to say anything against pirates, but their standard of hospitality to their guests was rather low, and when he returned plaintiff was poor in health. He was given ten days' leave and he worked, after his return, until the 7th day of the 10th moon, when he was dismissed, and the only reason could be found in the fact that he asked if he was entitled for wages for the time he was away.

The whole question, said Mr. Russ, was whether the plaintiff's detention by pirates was sufficient to terminate his contract. The Assistant Managing Director of the defendant firm, giving evidence, said the plaintiff had been with the firm for two years and nine months when he obtained permission to go to his home in the country for a short time. Nothing more was heard of him until he returned in April of this year. Witness paid him his wages up to the tenth moon and commission up to the ninth moon; an extra month's wages being paid him as a special favour.

The case was later adjourned to this morning.

LIBEL ACTION.

JAMES A. RABBIT v. SAMUEL H. WU.

PLAINTIFF AWARDED DAMAGES.

Mr. Justice Dyer Ball delivered judgment yesterday in the Summary Court in the action brought by Messrs. Davis & Co., Ltd., and James A. Rabbit against Samuel H. Wu for \$1,000 damages for libel. When the case was heard on September 10th, the defendant was not present in Court, neither was he represented. The plaintiffs were represented by Mr. D. H. Blake.

His Lordship, in delivering judgment, said: This is a case in which most of the evidence was taken *de bene esse*. At the hearing the defendant did not appear and does not dispute the claim. The claim is for \$1,000, in order to bring it within the jurisdiction of the Summary Court.

His Lordship considered that the plaintiff had discharged the onus placed upon him, and gave judgment for him with costs, assessing damages at \$500.

According to the writ the libellous statement appeared in a letter published by Wu. The libellous portion of the letter was as follows:—

"Of what James A. Rabbit has said, certain portion of their cargoes were delivered to our Government against the late General Chan Wing-sen's receipt. These cargoes that had been delivered to the late General Chan Wing-sen were against additional payments and these cargoes were something else, such as ready-made gunpowder, Thompson machine guns, rifles and cartridges, etc., which came from the very same steamer *Woudrichem* and were landed up to Whampoa."

(Mr. Blake contended that the word *found* implied falsehood.)

THE CHINA STATION.

RECENT APPOINTMENTS.

Captain B. G. Washington, C.M.G., D.S.C., who was last employed afloat in command of the light cruiser *Durban* on the China Station, has just assumed the duties of Assistant Director of the staff of the Admiral Commanding Reserves. On transfer of flags on the China Station, Paymaster Commander N. F. Roy will assume the duties of Secretary to Vice Admiral Sir A. F. Everett, the new Commander-in-Chief of the China Station. Paymaster Lieutenant Commander F. R. Porter will be the assistant secretary to the Chief of Staff on the China Station—that is the Flag Captain and Captain of the flagship *Hawkins*, from the date of joining.

Lieutenant H. C. Stock has been posted to the river gunboat *Waterloo*, with effect from the 15th September.

Captain W. J. O. Lake will assume the duties of Chief of Staff to Vice Admiral Sir Allan Everett, Commander-in-Chief of the China Station, early in October and at the same time will relieve Captain Argentine H. Alington in command of the flagship *Hawkins*.

The Fifth Light Cruiser Squadron, China Station, will in future be known as the Fifth Cruiser Squadron.

Lieutenant T. A. Smythe, Royal Marines, has been appointed to the light cruiser *Caroline*, China Station, and will join next month.

SEQUEL TO AN ISLAND TOUR.

THE "DRUNKEN COCKNEYS" CASE.

JUDGMENT FOR THE HONGKONG AND SHANGHAI HOTELS CO.

Sitting in Summary Jurisdiction yesterday morning, Mr. Justice Dyer Ball, delivered judgment in the case in which the Hong Lok Motor Garage Company sued the Hongkong and Shanghai Hotels Co., Ltd., for \$335 damages. The case is the one in which two cars collided during a tour round the Island. The plaintiff's car was occupied by three European policemen off duty, whilst the defendant's car was engaged by a party of American sightseers. One of the American party, a Miss Councilman, wrote a letter to the defendant Company describing the accident in which she stated that the plaintiff's car was occupied by "four drunken Cockneys."

Delivering judgment, his Lordship said it was clear that the defendant Company's car ran obliquely into the rear right wheel of the plaintiff Company's car. There had been a fault somewhere for there was room for three cars to stand in that part of the road. Both drivers had stated that they were on their side of the road, but that was obviously wrong or the accident would not have taken place.

His Lordship gave it as his opinion that both cars were too much in the centre of the road and therefore both were to blame. Both drivers tried to avoid a collision but the superior speed of the defendant's car carried it into the other. He considered that there had been contributory negligence. He would give judgment for the defendants, and reserve the question of costs.

CLAIM FOR WAGES.

A CHAUFFEUR'S ACTION.

A case was heard before his Lordship, the Acting Chief Justice sitting in Summary Jurisdiction, yesterday morning, in which an Indian chauffeur (Gulam Mahomed) sued his employer, Kartar Singh, for \$30 being wages in arrears. Mr. T. G. Bennett, for the plaintiff, said the defendant was proprietor of a garage and he employed the plaintiff as one of his chauffeurs at the beginning of May, at \$30 a month. The plaintiff stayed in his employ until July 6th during which time he only received \$20 on account. The defendant, who was not represented, said he had not received notice to quit from plaintiff and he had deducted \$20 from the arrears, owing to the plaintiff, because of this. He also deducted another \$20 because the plaintiff had smashed a car. The agreement was that the plaintiff should be paid \$40 a month and not \$30. His Lordship said he was inclined to believe the defendant's story. He would therefore enter judgment, on that basis, for \$17.

NEW FIRE ALARMS.

SIX MORE ERECTED IN KOWLOON.

FURTHER ADDITIONS FOR VICTORIA CITY.

Six new fire alarms have now been erected in Kowloon. Their positions are:—

Nathan Road, corner of Haiphong Road.

Nathan Road, corner of Austin Road.

Nathan Road, corner of Gascoigne Road.

Shanghai Street, corner of Jordan Road.

Shanghai Street, corner of Wing Sing Lane.

Shanghai Street, corner of Pitt Street.

Each alarm leads to the Kowloon Fire Station, where an instantaneous call is received. In view of this the public are requested to use alarms in preference to telephones and police whistles in the event of a fire. Much delay is caused through the use of whistles and the telephone, which delay may result in the loss of lives and much property. More street fire alarms will be added in 1925 and in the following years as the Colony develops.

Eleven fire alarms are already in service in Victoria. To these will be added yet another 13 during 1925, and further additions are contemplated.

INTERESTING TRAM FARE CASE.

AN UNSUCCESSFUL PROSECUTION.

Charged with "failing to pay his fare" on the Hongkong Tramway service, a Chinese man was discharged at the Central Magistracy yesterday, because he was travelling on a borrowed season ticket. The man admitted that his master had gone into the country and had given him the ticket. It was pointed out to the Magistrate that the words "not transferable" were printed on the ticket. His Worship, however, held that the charge "failing to pay his fare" was not admissible, for defendant had a ticket even though it was not his own.

EXCITING EPISODE NEAR STAR FERRY.

EUROPEAN, INDIAN AND CHINESE IN THE HARBOUR.

DOUBLE ATTEMPT AT RESCUE.

Considerable excitement was occasioned nearby the Douglas Pier on Connaught Road just after 5 p.m. yesterday when first an Indian guard and then a European were seen to dive into the water. The Indian was seeking a Chinese coolie who, whilst carrying a bundle up the gangway of the s.s. *Hui Ning* (which was just about to leave port), knocked his head against a spar and tumbled overboard. Whilst the Indian was searching for the coolie, Mr. T. G. Patterson, of Messrs. Anderson and Ashe (and a well known Cathedral Chorister), passing along the Praya towards the Star Ferry, observed him in the water. Mr. Patterson, thinking that the Indian was in difficulties, promptly dived after him. Both eventually hauled themselves ashore, but the coolie's body was not recovered.

In consequence of the accident, the departure of *Lee Hui Ning* was slightly delayed.

TSUN WAN ROBBERY ECHO.

SIX CHINESE CHARGED AT KOWLOON.

An echo of a recent armed robbery in the New Territories which was widely reported in the local Press at the time, was heard at the Kowloon Magistracy yesterday afternoon.

Six Chinese, Wai Tsan, Lo Tan, Pun Man, Ngai Chan, Li San, and Chan Fat, appeared before Mr. E. W. Hamilton, charged on various counts in connection with the affair.

Charge A, brought against all the defendants, was that on August 29th at Sham Tseng village, Tsun Wan district, being armed with certain offensive weapons, to wit a revolver and an iron bar, they made an assault upon Fu Fat, Fu Sang, Fu Ng, and Fu Kam Sang, and stole \$250, three tins of cigarettes, and some packets of cigarettes in one jacket, the property of Fu Fat.

Charge B, also against all defendants, was that on the same date on the Tsun Wan-Castle Peak Road, they had in their possession one seven-chambered revolver and seven rounds of ammunition without a licence from the C.S.P.

Charge C affected the fifth and sixth defendants only, and was to the effect that they had in their possession at 16 Yat Tak Road, Kowloon City, 37 rounds of ammunition without a licence. On this charge, the two men were remanded until next Friday afternoon.

Charge D was brought against the fifth defendant only, and alleged that on the Tsun Wan-Castle Peak Road on August 29th, he had unlawfully in his possession 12 percussion caps.

SIX ARMED MEN.

An early witness was Mr. R. Earnshaw, who stated that on August 29th at about 9 p.m., he left Kowloon driving a seven-seater car with some friends in it, to go to Castle Peak. When close to Tsun Wan, witness saw two Ford cars drawn up in the road, pointing towards Tsun Wan. He recognized the cars as belonging to the Chung Lai Garage, Sham Shui Po. He also recognized one of the drivers, and slowed up, asking the man if everything was all right. The driver answered: "All right. Can do." Witness could only swear to there being two men with the cars. He could not say if there were any others. He went on his way for some distance, and then turned. At about this time he stooped for about five or ten minutes, so that his party could smoke a cigarette. This would be about 9.30 or 9.45.

Continuing, the witness stated that he had started to return to Kowloon, when a Chinese rushed into the road shouting something in Chinese. One of witness' friends told him that the man was saying that six armed men were robbing a vehicle. The Chinese jumped on to the running board, and the witness ran his hands over him, as he thought it was a "plant" at first. He then remembered that there was a Government telephone in a matched close by. He used this, and warned the police at the nearest station and also at Tsun Wan.

A Chinese motor-car driver, in the witness-box, said that on August 29th, the first defendant engaged a car from his garage at about 7.35 p.m. Witness was engaged to drive the car to Tai Nam Chung village. Defendant said that he wanted a seven-seater car for a party who were going to a feast. Witness had not a large car of the kind required, so the defendant engaged two smaller ones. The two cars started off, the defendant being in the leading one, and the witness following. At Ma Lung Kung they stopped, and three other men joined the party. Witness went on to describe how at different points the number of passengers in the two cars was increased to six. The hearing was adjourned until next Friday afternoon.

CONSTABLE WOUNDED AT CHEUNG CHAU.

At 12.30 a.m. yesterday morning, when Indian Police Constable No. 310 was on patrol at Cheung Chau Island he noticed three men walking from the beach in the direction of the village. He challenged them, and went up to make a search. One of the men immediately drew a revolver and the Indian closed with him. In the struggle the revolver went off, and the constable was shot in the foot. The men made their escape and have not been seen or heard of since.

LANE, CRAWFORD, LTD. ARE NOW SHOWING

SEAMLESS AXMINSTER CARPETS

in Sizes suitable for Dining, Drawing Rooms, etc.

MADE-UP WILTON SQUARES

in Sizes—13'6" x 11'3" and 15'0" x 11'3".

SEAMLESS ART CARPETS

Bedrooms in Sizes—9'0" x 9'0", 10'6" x 9'0" and 12'0" x 9'0".

PLAIN CARPETING

in the following Shades—

TAN, WINE, BLUE, GREEN, BLACK, GRAY, CRIMSON and BROWN.

Can be made to any Size.

AXMINSTER, WILTON & TAPESTRY

STAIR CARPETS.

AXMINSTER, REVERSIBLE AND

SUNDOUR RUGS

in all Sizes.

FURNISHING DEPT.

TOP FLOOR.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

MUSIC ALBUMS FOR PIANO.

PIANO PIECES THE WHOLE WORLD PLAYS.

MODERN PIANO PIECES

RECITAL PIANO PIECES

ANDERSON'S.

Wm Powell Ltd.

Telephone C. 3148.

JUST RECEIVED

NEW STYLE'S

— in Gentlemen's —

SOFT FELT HATS

MADE BY
GLYN'S & Co.,
44, OLD BOND ST.,
LONDON, W.

GLYN'S HATS

Are well known for smart appearance and lasting wear.

It's a mark of value, an insignia of quality, absolute satisfaction.

SOLE AGENTS:
Wm. POWELL, LTD.,
HONGKONG HOTEL BUILDINGS.

TWEED HATS & CAPS

SILKS HATS

BOWLER HATS

TERAIS

STRAW HATS

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 6th day of Oct., 1924, at 3 p.m.**, at the Office of the Public Works Department, by Order of the Executive Engineer, of One Lot of **CROWN LAND** at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Area in square feet	Annual Rental	Upset Price
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	8,000	50	1,500

THE BEN LINE STEAMERS, LIMITED.
From LIER, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENLEDI"

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1924, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th October, at 10 a.m.

No Fire Insurance has been effected by **GIBB, LIVINGSTON & CO., LTD.**, Agents.
Hongkong, 30th September, 1924. [1312]

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Motor Vessel "INVERBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th October, 1924, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 6th October, 1924, at 10.00 a.m.

No Fire Insurance has been effected by **THE BANK LINE, LTD.**, General Agents.
Hongkong, 30th September, 1924. [1315]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "SOUTHWESTERN MILLER" having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 6th October, 1924, at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be tendered.

No Fire Insurance has been effected by **FURNESS (FAR EAST), LTD.**, 2nd Floor, King's Building, Connaught Road, Hongkong.
Telephone No. 3165.
Hongkong, 29th September, 1924. [1306]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, £4 per Share paid up, number 55126/5550 in this Society standing in the Name of **ROBERT JOHN JACK SNEDDON**, of Hongkong, has been **DECLARED LOST**, and if at the Expiration of one Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a **NEW Certificate** for the 25 Shares will be issued in its stead by the Society.
PAUL LAUDER, General Manager.
Hongkong, 8th September, 1924. [1235]

INTIMATIONS

NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are Members of the above Association—
A. H. CARROLL, J. F. GROSS, V. YANOVICH
M. A. RALICK, A. P. GRAYSON, H. M. H. EDMAIL
W. J. KIRBY, W. J. KIRBY, SEU KOW CHU
O. KIRBY, YIP YUEN PAK, HARRY O. ODELL
F. M. L. SOARES, SOO FEE SHAO
H. E. EDWARDS.
By Order of the Committee, J. W. KEW, Secretary.
Hongkong, 12th May, 1924. [774]

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange—
ABRAHAM, EZRA, LAMBERT, H. A., LOGAN, W.,
ALVES, A. A., MATHESON, R. T.,
BAHMAN, J. T.,
BENJAMIN, V.,
BARNETT, E.,
COT, M. J.,
CHOCCHER, N. V. A.,
ELLIS, F. M.,
GOWD, J.,
GUTTERIDGE, A. A.,
KAW, FRED,
LAMBERT, GEO. P.,
By Order of the Committee, A. NISSIM, Secretary.
Hongkong, 6th May, 1924. [775]

THE CHINA SUGAR REFINING CO., LTD.

NOTICE IS HEREBY GIVEN that An EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on **TUESDAY, the 10th day of SEPTEMBER, 1924, at Noon**, for the purposes following, namely—

(a) To consider, and, if thought fit, approve the draft new Articles of Association of the Company which will be submitted to the Meeting and in the event of the approval thereof, with or without modification.

(b) To consider, and, if thought fit, pass an Extraordinary Resolution to the effect—

(1) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

A print of such draft new Articles and a print of the existing Articles of the Company may be seen at the Office of Messrs. DRACONS, 1, Des Vaux Road, Central, Victoria, and at the Office of the Company, Pedder Street, Victoria, and the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in red.

(c) To consider, and, if thought fit, pass an Extraordinary Resolution to the effect—

(2) That the name of the Company be changed to "CHINA SUGAR REFINING COMPANY, LIMITED."

AND NOTICE IS HEREBY ALSO GIVEN THAT A SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, Pedder Street, Victoria, on **FRIDAY, the 3rd day of OCTOBER, 1924, at Noon**, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming, if thought fit, the Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

AND NOTICE IS HEREBY ALSO GIVEN THAT the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolution as an Extraordinary Resolution, namely—

(3) That each of the existing 20,000 fully paid up shares of £100 each constituting the Company's present Capital of £2,000,000 be divided into four fully paid up shares of £25 each so as to make such Capital £2,000,000 consisting of 80,000 fully paid up shares of £25 each.

AND NOTICE IS HEREBY ALSO GIVEN THAT A THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, Pedder Street, Victoria, on **MONDAY, the 27th day of OCTOBER, 1924, at Noon**, for the purpose of receiving a Report of the proceedings at the above mentioned Meeting in so far as regards Resolution No. 3 above and of confirming, if thought fit, such Resolution as a Special Resolution.

Dated this 18th day of June, 1924.
By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
89/91

NOTICE TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "KNOWSLEY HALL" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd October, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 10th October, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **THE BANK LINE, LTD.**, General Agents.
Hongkong, 27th September, 1924.

INTIMATIONS

NOTICE.

I HAVE THIS DAY Started Business as AUCTIONEER and GENERAL BROKER at CHINA BUILDING, Ground Floor, E. V. M. R. DE SOUSA, Hongkong, 29th September, 1924. [1305]

NOTICE.

THE CHINA SOAP CO., LTD.
(LEVER BROTHERS (CHINA), LTD.)

AS FROM the 1st OCTOBER, 1924, the Office of the above Company will be situated on the 6th FLOOR of the New Building at 12, PEDDER STREET. [1307]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on **SATURDAY, 4th day of OCTOBER, 1924, at Noon**, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from **SEPTEMBER 27th to OCTOBER 4th, 1924**, both days inclusive.

By Order, M. MANUK, Secretary.
Hongkong, 19th September, 1924. [1274]

V.R.C. AQUATIC FESTIVAL.

On **WEDNESDAY (1st), THURSDAY (2nd), FRIDAY (3rd) and SATURDAY (4th).**

Commencing at 5.30 p.m., 4.30 p.m., 4.30 p.m. and 3 p.m. respectively.

ADMISSION:
Members Tickets—Season... \$1.50
Each day except Saturday... 50 cents
Saturday... \$1.00
Non Member—Season... \$3.00
Each day except Saturday... 50 cents
Saturday... \$1.00

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Month of JULY to OCTOBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "TAI-KING" at the Reduced Rate of \$60.

The Round Voyages, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Paoan Anchorage to Foochow-City, if required.

For further Particulars and Dates of Sailing, Apply to **DOUGLAS LAFRAIK & Co.**, General Managers, Douglas Steamship Co., Ltd., Hongkong, 17th June, 1924. [1308]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price

on **WEDNESDAY, the 15th day of OCTOBER, 1924, at 3.00 p.m.**

In ONE LOT by Messrs. LAMBERT BROTHERS, Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Island Lot No. 888 and Kowloon Island Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors, or from Messrs. LAMBERT BROTHERS, Auctioneers.

COMMENCING TO-DAY William Fox presents

MONTA CRISTO in ten reels

Increased Prices Slight change in times

2.30 & 7.15—\$1.00 & 50

5.10—\$1.50 & 80 cts.

9.20—\$2.00 & \$1.00

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF HOPE

Hope is the mother of optimism. In its promise many a soul finds contentment and in its reality happiness lies waiting with its gifts. Hope is sometimes fickle in its favours but never when it concerns the bracing and balanced qualities of

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A S WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 1st, 1924.

THE CRISIS AT GENEVA.

A "serious deadlock" has arisen at Geneva in consequence of the important amendments which Japan desires in certain articles of the draft Disarmament Protocol. Unless a solution is found it is considered that all the efforts made at Geneva in the matter of this Protocol during the past month will be in vain and lead to hopeless confusion that will probably break up the League. Naturally there is much guessing at the motives

which have prompted these proposed amendments by Japan. Mr. ADACHI's contention is that the Protocol as it stands "permits a State to escape international investigation under pretext that the matter is within its exclusive competence, even if it infringes the honour, prejudices and vital interests of another State... and the League while abstaining from lending its pacific action to a State wronged, threatens to consider that State an aggressor should it adopt measures in defence of its legitimate interests." We can plainly see that this contention arises in part at least out of a consideration of Japan's position in regard to the new immigration legislation in the United States but we do not suppose that this is the only aim. It is, however, one of the principles of the Covenant which Japan signed that the League shall not interfere in the internal affairs of its members; yet the American immigration laws are admittedly regarded by Japan as infringing its honour, and its vital interests; and we may safely conclude that this is one of the motives of the amendment which Japan wishes the League to adopt. At all events that is one of the guesses which have been publicly made at Geneva and in the Press, and if it

is erroneous the sooner it is authoritatively declared to be so, the better prospect Mr. ADACHI will have of persuading the Assembly of the reasonableness of his arguments. That immigration laws are a domestic concern can hardly be disputed. They are just as much a domestic matter as import tariffs, and if "vital interests" of Japan may be said to be infringed by the American law, it might equally be argued that "vital interests" of many commercial nations are infringed by the "Luxury Tariff" which Japan has recently adopted.

Then we are told by the Geneva correspondent of *The Times* that "it is supposed that Japan wishes in no circumstances to render it illegal to intervene in China's affairs in various, unobtrusive ways." Anyone familiar with existing conditions in China is well able to understand that desire, and we fear the Committee of Jurists appointed to consider the Japanese objections will find it no easy matter to discover a solution that will be satisfactory to Japan in this particular connection.

Having in mind the intention of Marshal Wu PEI-FU to throw an army of four hundred thousand men into Manchuria where Japan's interests are so important and widespread it would be surprising if Japan should not find it necessary in the course of the next few months to intervene in China's affairs in a way that is not "unobtrusive." There is no difficulty in appreciating the fact that while the war lasts in China and the country remains in a state of turbulence Japan does not wish to have her hands tied too tightly by the ordinances of the League. China is the real stumbling block, we fancy, and we have no doubt this will be made quite clear in the private discussions of the Committee of Jurists who are charged with the task of finding a formula which will meet the Japanese objections, for they will need to be furnished with "conjectural instances" in order that they may be able to fully understand the difficulties Japan experiences in accepting an ordinance which practically every other nation hitherto has been prepared to accept.

A Chinese woman, named **Siu Yiu**, 49 years of age, of 210, Queen's Road East, jumped from the third floor into the street and was killed.

The master of a trading junk was fined \$5 at the Marine Magistrate's yesterday morning, for tying up his junk outside five other boats alongside the s.s. *Huikun*, thereby causing an obstruction.

The Captain of the s.s. *Armenistan* has reported to the Harbour Office that shortly after the arrival of the vessel in Hongkong from Samarang, one of the Chinese deck passengers died.

"Dr. Besant—her Life and her Work" will be the subject of this week's Public Lecture of the Hongkong Lodge, The Theosophical Society, 16, Queen's Road Central, on Wednesday, October 1st, at 5.45 p.m. All are welcome.—ADVT.

A quantity of jewellery was stolen sometime midnight and 7 a.m. on Monday, from the bedroom of Mr. H. P. Winslow, at 511, the Peak. It is presumed that the burglar got into the bedroom by climbing up the fire escape and entering an open window.

A ricksha-coolie has reported to the Police that, while he was conveying a male "fare" along Kennedy Road between 8 and 9 a.m. on Monday, his passenger jumped out and seized him by the throat. Three other men came up, each with a dagger. After robbing the coolie of \$6.40, all four men decamped.

The engagement is announced and the marriage will take place on October 21st at Foochow, of Lieut.-Commander Lake, D.S.O., D.S.C., R.N., youngest son of the late Mr. and Mrs. E. W. Lake, Westgate House, Bury St. Edmunds, and Florence May, eldest daughter of Mr. and Mrs. Percy Romilly Walsham, and grand-daughter of the late Sir John Walsham, Bart., K.C.M.G., H.M. Minister to China.

The weekly return of communicable disease shows that three (Chinese) cases of typhoid were notified to the Medical Officer of Health last week. There were two deaths from the disease. Two further Chinese cases of typhoid were notified on Monday. The return for last week also shows two Chinese cases of cerebro-spinal fever, and one death.

The Charity Football Match played last Saturday between the South China Athletic Association and the Hongkong Football Club yielded a total of \$1,849.20, of which \$923 was for tickets sold in advance. After deducting \$31.70 for expenses, the net amount of \$1,617.50 has been forwarded to the Tung Wah Hospital by the South China Athletic Association.

A new "birthplace of man" is found in Asia. From Ugra it is announced that Peter Kozloff, Russian explorer, has discovered an enormous number of skeletons of animals hitherto unknown and also of human remains, leading him to believe that Mongolia may have been the birthplace of man and the origin of a considerable part of the animal and reptile world.

A Chinese who landed in Hongkong on Saturday from America was charged at the Central Magistracy yesterday with having a dagger in his possession. Inspector Spear stated that the man had been in California for 43 years, and was returning to China for the first time during that long period. He did not think defendant was carrying it for any malicious purpose. A fine of \$100 was imposed.

A Chinese child who would not leave its mother under any circumstances created a scene in the Central Magistracy yesterday. The father, complainant in a case, was asked by Mr. Lindell to take the child and demonstrate a certain position he had said he was in when the offence was committed. But the child was unwilling to assist the law, and began to fill the air with shrill protests. The child was allowed to remain with its mother, but the latter was called upon to give evidence, and the child being handed over to the care of another person in the corridor again protested, and it waited all the time in the corridor, while the case was proceeding.

Real friendship is a wonderful thing, but even real friendship can get a man into trouble sometimes, as Kung Hai, Chinese, discovered, reports the *Manila Times*. Kung, who served three full months in Bilibid prison for his friend, Aquilino Kang Ko, is now facing criminal charges of violating the Penal Code and may go to jail. Kung and Kang, who are the best of friends, are charged by the city fiscal of usurpation of name. The information against them alleges that Kung has been convicted by the Samar court of first instance of a violation of the opium law and was sentenced to three months' imprisonment. The two agreed that Kung would stay in jail for Kang. He did.

The death is announced of Mr. Edward Bangs Drew, who for forty years was one of Sir Robert Hart's most trusted lieutenants, either in charge of the offices at Canton, Foochow, Ningpo, Kiukiang, Chefoo and Tientsin, or on the Inspectorate Staff as chief secretary at Peking or statistical secretary at Shanghai. In the Boxer year, 1900, as Commissioner at Tientsin, his aid and advice were at the service of the military and naval commanders of all nationalities; and in his various posts, he won the respect and affection of consuls and merchants alike. Wherever he served his home was a centre for the community, and he and his wife were the most genial of hosts. From the Chinese Government he received civil rank of the second class with Red Button, and the Order of the Double Dragon, second class of the second division; and by Austria he was created a Knight of the Order of Francis Joseph. Mr. Drew resigned from the Chinese Customs in 1908, and settled near his old university in Cambridge, Massachusetts. For some years he was Director of Chinese Students in the U.S.A., but he gradually withdrew from all active pursuits and lived a quiet life at Cambridge surrounded by his friends. He died suddenly at his home from heart disease on August 16th, when he was within a few days of completing his 81st year.

TYPHOON WARNING.
The Manila Observatory yesterday gave warning of:
1.—Cyclone or typhoon S.E. of Meia-cosima, direction unknown.
2.—Typhoon is about 145deg. Long E. 10deg. Lat. N., direction unknown.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE LEAGUE.

JAPAN'S ATTITUDE.

GENEVA, September 29th.
The sub-committee headed by Sir Littleton Groom (Australia) dealing with M. Adachi's amendment did not meet this morning, but M. Adachi informally conversed with several members of the committee. Up to now a solution seems remote. Many consider it difficult, if not impossible, for the Japanese to give way. The Japanese difficulty as regards the disarmament protocol is now being defined by a small committee of delegates of Britain, France, Italy and Japan.

A DOMESTIC MATTER.

A message from Washington says that the immigration exclusion policy is regarded as a purely domestic issue. Officials are closely watching Geneva. It is believed that Japan's activity is not aimed solely at the United States.

HOME COMMENT.

LONDON, September 30th.
Commenting on what it terms Japan's impossible demand the *Daily News* (London) says the amendment seriously challenges the existence of the protocol and in an admission of the league right to interfere in internal affairs of a nation. This will lead to hopeless confusion, and probably the breaking up of the League itself. Japan is obviously out to arraign the United States because of the new American immigration laws. The acceptance of Japan's proposal will definitely and finally estrange America from the League.

FRANCE TO SIGN PROTOCOL.

PARIS, September 30th.
The Government has authorized the French delegation at Geneva to sign the Disarmament Protocol with reservations. In the event of a delay it is proposed to call a conference on the subject.

EARLIER CABLES.

DOMINION VIEWS.

GENEVA, September 29th.
A serious deadlock has apparently been reached in the drafting of the Protocol. A small committee of jurists, on which Britain, France, Italy and Japan are represented, is discussing the question of a formula with a view to a solution. It is understood that Mr. Adachi persists in his viewpoint and that the Dominion representatives oppose the Japanese amendment because they consider Japan should not be excluded from being declared an aggressor if she attacks another State on a domestic matter, which is what the amendment means. The Dominion representatives opine that abuse of domestic laws should be amenable to settlement without recourse to aggression.

It is pointed out that acceptance of the Japanese amendment would close the door absolutely to the entry of the United States into the League. It is at present uncertain whether there will be a meeting of the sub-committee today.

LATEST CABLES.

THE MOSUL DISPUTE.

LEAGUE INTERVENES.

GENEVA, September 30th.
A step towards a settlement of the Mosul difficulty was taken by the Council of the League appointing a special committee of three to enquire into the matter on the spot and report to the Council. Both sides undertake to maintain a *status quo* frontier until a decision, which they will accept, is reached by the Council of the League.

TROUBLE IN MOROCCO.

SPANISH TROOPS ENTER SHESHUAN.

MADRID, September 30th.
It is officially reported that Spanish troops have entered Sheshuan. A fierce encounter in the Larache zone resulted in considerable losses to both sides.

CANADIAN NEWSPRINT.

REDUCTION IN PRICE.

MONTREAL, September 30th.
A reduction of three dollars in the price of newsprint to \$70 per ton for the next year is announced by several mills.

NEW PRESIDENT OF MEXICO.

GENERAL CALLES ELECTED.

MEXICO, September 30th.
General Elias Plutarco Calles has been elected President of Mexico.

RUSSIAN REFUGEES IN CANADA.

VICTORIA, September 30th.
The liner *Empress of Canada* brought 166 Russian refugees from Harbin who will settle in an irrigated area of South Alberta.

EARLIER CABLES.
BRITAIN AND THE BOXER INDEMNITY.
QUESTION OF ALLOCATION.
MODIFIED VIEWS.

LONDON, September 30th.
The Federation of British Industries has issued a statement asking the Government to adhere to the undertaking of their predecessors that industry shall be represented on the committee established to decide the purpose to which the British share of the Boxer Indemnity shall be put. Although the Federation originally advocated that the money should be spent on educational purposes, it has now modified its views, after consultation with responsible Chinese public men, and in agreement with public opinion in China the Federation now considers that the education of Chinese students on western lines is a debatable matter in the present state of China. Students highly trained technically will find no opportunities for utilizing their training in China, and this inevitably breeds discontent.

MECCA ATTACKED BY FANATICS.

BRITISH PLANES OPPOSE WAHABIS.

LONDON, September 30th.
The fanatical fury of the Wahabi who are attempting to capture Mecca is illustrated by Najj El Asid, the representative of King Hussein, who has brought an amended Anglo-Hedjaz treaty to London for approval. Interviewed by Reuters, Najj described the operations he had recently witnessed near Amman, and said the Wahabis would sweep down without warning and take no prisoners, and show no respect for sex. They would leave a trail of desolation behind. He mentioned the case of a septuagenarian and a youth of nineteen, who travelled on camels for fifty-four days to participate in the fighting and declared that the only deterrent is the employment of British armoured cars and aeroplanes, and supported by two cars and an aeroplane one of the leading Sheikhs could immediately take Mecca's capital.

RUSSIAN FINANCIERS IN LONDON.

PREPARING THE GROUND FOR SOVIET AGREEMENT.

LONDON, September 29th.
M.M. Scheinmann and Lubimov the Russian finance experts, have returned to London and already have had informal conversations with the object of fixing the amount of the Soviet liabilities in order to prepare the ground to expedite the conclusion of a definite treaty when the present treaty has received the approval of Parliament.

RELIGIONS OF THE EMPIRE.

A LONDON CONFERENCE.

LONDON, September 29th.
A conference of religions within the Empire has been held in London during the past week, and has heard addresses from the leaders of numerous religions, principally Oriental. Today they listened to a paper by the Peking delegate, Mr. Hsu Tishan, on Taoism.

LIGHT AEROPLANE TRIALS.

MANY MACHINES FAIL.

LONDON, September 30th.
Only two light aeroplanes and five biplanes have survived the preliminary tests at Lympne of light two-seaters. The failures have been chiefly due to the necessity for using low-powered engines.

THE WORLD'S SPORT.

HOME FOOTBALL.

LONDON, September 29th.
FIRST DIVISION.
Barnley, 1; Sunderland, 2.
SCOTTISH LEAGUE.
Aberdeen, 3; Queen's Park, 1.
Glasgow, 2; Cowdenheath, 1.
Rangers, 4; Hearts, 1.
Leamington, 1; Partick Thistle, 2.

AMERICAN BASEBALL.

WASHINGTON TOP OF AMERICAN LEAGUE.

BOSTON, September 29th.
At baseball, Washington has won the American League championship, defeating Boston by 4 to 2.

PROTECTION IN AUSTRALIA.

DUTY ON JAPANESE INSULATORS.

MELBOURNE, September 30th.
The dumping duty has been imposed on porcelain insulators from Japan.

OBITUARY.

MR. JULIUS M. PRICE.

LONDON, September 29th.
The death has occurred of Mr. Julius Mendes Price, F.R.G.S.
[Julius Mendes Price was a well known artist, author and war correspondent.]

MR. HUGH CHISHOLM.

The death has occurred of Mr. Hugh Chisholm, after an operation for appendicitis.
[Hugh Chisholm, born in 1868, was a distinguished scholar at Oxford University and later was called to the Bar. He edited the *Encyclopædia Britannica*.]

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

INTENSE FIGHTING.

FIERCEST OF THE WAR.

SHANGHAI, September 30th.
There was most intense fighting along the whole Hkangtu-Liuhoo front, yesterday, said to be the fiercest of the whole war, both sides exhibiting an intensity of purpose unequalled during the previous ten days. The casualties were heavy.

The Chekiang troops claim still to hold the positions gained in their advance over the week-end.

KIANGPING OCCUPIED.

TOKYO, September 30th.

A message from Mukden states that the Fifth Army, under General Wu Kuang Hsin, occupied Kiangping yesterday.

[BY COURTESY OF THE "DAILY BULLETIN"]

COUNTER-ATTACK ON CHAOYANG.

MUKDEN, September 29th.

The counter-attack by the Jehol troops on Chaoyang on the 24th inst. is claimed to have been repulsed by the Second Fengtien Army.

The enemy fled to Chingshan leaving several hundred killed and wounded.

The defeated forces resumed the offensive on the following day, and were again repulsed after an all-night fight, according to a communiqué, and they retreated to Laohushan, near Kiangping. Between 300 and 400 were killed and 1,000 were wounded, over 100 prisoners were taken, and 13 mountain-guns, several hundred rifles, and quantities of ammunition and military supplies were captured.

The Fengtien forces expected to take Kiangping shortly.

FAR EASTERN "CABLE NEWS."

[THROUGH REUTER'S AGENCY.]

BRUTAL ASSAULT AT TIENTSIN.

TWO EUROPEANS ATTACKED BY COOLIES.

TIENTSIN, September 30th.

Mr. R. P. Sanderson, secretary of the Race Club, and Miss Davenport, matron of the Victoria Hospital, were brutally assaulted last night by five coolies when motoring on the outskirts of Tientsin. The attackers fled on the approach of another car. Both were taken to hospital seriously injured. Mr. Sanderson was slashed by reaping hooks.

N.Y.K. DISPUTE.

REPORT OF SETTLEMENT.

TOKYO, September 30th.

The Nippon Yusen Kaisha dispute has been settled.

The proposal to withdraw the resignations has been endorsed by both parties.

The report that a final settlement has been reached is stated to be premature, though it is true that the mediators for the company and the representative of the strikers have reached an agreement whereby the latter consented to withdraw their resignations on conditions including equal treatment for land and marine staffs, the recognition by the company of the principles set forth in the demands, and the abandonment of all employers' associations, except those for scientific purposes. While it is expected that these terms will be accepted when presented to the company this morning it is indicated that some of the strikers disapprove of the action of the representatives as the terms include the temporary postponement of questions of the reinstatement of those dismissed and the future position of the president, whose resignation was demanded.

ARMY PENSIONS INCREASED.

A Royal Warrant provides for a further increase of retired pay or pensions not exceeding £100 and awarded before August 4th, 1914, to Army officers, nurses, schoolmistresses, widows, recipients of the Victoria Cross, service of disability, gallant conduct, and special campaign pensioners.

No pension will be increased by an amount greater than is sufficient to bring the total means of the pensioner up to £150 a year if unmarried or to £200 a year if married.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

IMPENDING STRUGGLE FOR GAMBLING RIGHTS.

To guard against the possible mutiny of Generals Fan Shih-shang and Liao Heng Chao of the Yunnanese mercenaries in Canton against Dr. Sun Yat Sen, who is trying to take over the control of the gambling traffic and income from them, General Hsu Chung Chi of the Cantonese Army is massing his forces around Canton.

THE MILITARY SITUATION.

General Chen Chung-ming's forces are marching towards Canton and have arrived at Tsengshin. A conflict near Canton is not improbable in early October.

Dr. Sun Yat Sen's mercenaries, lately concentrated at Sheklu, a town west of Shek and nearer to Canton, Dr. Sun appears to be conceding the Eastern districts wholly to his rival, General Chen Chung-ming, without the expected struggle. With practically the whole Sze-yang, the big four, West River districts withdrawn from him by the inhabitants there ceasing to pay any more taxes to his followers, Dr. Sun now has but very little territory left where he may levy gambling and protection fees.

Dr. Sun's hope for a Northern Expedition was shattered the other day when General Chang Tso Lin, the Mukden militarist now directing an attack on Peking, informed him that he would be unable to remit him any cash but would be glad to find a place for him if he had to leave Canton. Moreover, a division of Wu Pei-fu's pro-Peking Army has lately entered Nanyang, a town bordering Kwangtung and Kiangsi, thus cutting him off from land communications with Chang Tso Lin.

DR. SUN AND THE MERCHANTS VOLUNTEERS.

Dr. Sun Yat Sen has caused to be circulated at home and abroad, the information that he had already released the arms. Before Dr. Sun finally confiscated the arms, he succeeded in inducing the commanders of the Volunteers Corps to make a public statement supporting him and pledge a contribution of \$500,000 for his war chest with the false assurance that he would return the arms after they have done these things. They fulfilled their promises, but have not yet got their arms back. The commanders of the Volunteers are now tallaged by certain newspapers supporting Dr. Sun, to have raised \$1,500,000 for General Chen Chung-ming, a rival of Dr. Sun. Dr. Sun now demands that the commanders will again circulate a telegram denying the charge or their silence will be considered as admission of the accusation. The Volunteers, it is understood, have ceased to bother themselves with Dr. Sun further, as his recent acts have been such as to deny himself from all self-respecting persons. The Volunteers have just issued a public denial that they have agreed to contribute a month's rental proceeds and subscribe a loan of \$2,000,000 to his Northern Expedition. Dr. Sun's Press Bureau has simply circulated such statements to mislead the public.

TRAMCAR OFF THE LINES.

LAST NIGHT'S HOLD-UP ON THE PRAYA.

At about 11 o'clock last night tramcar No. 47 went off the lines between the Wanchai Fire Station and the Sailors' Institute, resulting in a blockage of tram traffic for something like 20 minutes. The car was going to the Depot, and whilst crossing the points near the Fire Station the front wheels fouled the points and went off the lines. The car was stranded three parts across the Praya for some time and motor traffic had difficulty in negotiating the long string of cars held up on either side of the tram. The efforts of the drivers to get the back portion on to the line was witnessed by a large crowd of Chinese, who from their giggles and laughter considered the mishap a great joke, but not so the tram passengers, who finally deserted the waiting trams and continued their journey home by ricksha or on foot.

REVENUE OFFICER'S FIND.

ARMS AND AMMUNITION.

Yesterday Revenue Officer Lanigan found on No. 5 wharf at Kowloon a parcel containing five Smith and Wesson revolvers and 500 rounds of ammunition. The arms and ammunition, which were unclaimed, were handed over to the Water Police.

PIRATED LAUNCH RETURNS.

AFTER TWO MONTHS' CAPTIVITY.

The steam launch *Wai Hing*, which was pirated and confiscated outside British waters on July 26th last returned to Hongkong yesterday afternoon after having been in the hands of pirates for two months.

EUROPEAN DIVER FINED \$200.

SEQUEL TO MIDNIGHT CRASH INTO POLICE.

Mr. L. D'Almada appeared at the Central Magistracy yesterday morning, on behalf of Charles William Mackenzie, chief diver at the Taikoo Docks, who was remanded on Saturday. Defendant was charged (1) with driving his motorcycle in a dangerous manner; (2) with being under the influence of drink; and (3) with not stopping his machine after the occurrence of an accident in which two members of the Police Force were knocked down and injured.

Mr. D'Almada said he had instructions to plead guilty.

The Captain Superintendent of Police (the Hon. Mr. E. D. C. Wolfe) said that he wished to point out the seriousness of this case. The police were going out in eight files to relieve the duties, shortly after midnight, and when they passed Tai Wai Street they were marching two deep about four feet from the side channel. Suddenly they were run into. The rear man, a Chinese constable, was knocked down, and following that, the rest of the police very wisely took cover under the verandah, with the exception of the Sergeant who was marching on the left of the first file. He was not quick enough and the cycle got him also. Apparently no attempt was made to pull up after the first man had been knocked down. He gathered that the defendant was drunk. To aggravate matters, the driver failed to stop, and the police had to secure a taxi and give chase. In such a case as this a home magistrate would inflict not a fine, but imprisonment. He, however, had no desire to press for such a penalty. He hoped that no such case as this would again happen in Hongkong. He desired to stress the gravity of the case, and asked for a heavy penalty, and also some slight compensation for the Chinese constable hurt.

Mr. D'Almada said no one was more sorry this had happened than the defendant himself. On the night in question defendant had indulged too much in wine, and was unable to realise the seriousness of the matter. He had expressed a desire to compensate the injured constable. It was the first time Mackenzie had been in Court charged with an offence, in Hongkong or anywhere else.

Mr. Lindsell, in finding defendant \$100 on each of the first and third charges, the second charge being withdrawn, said that defendant was fortunate that the Captain Superintendent of Police had not asked for imprisonment. The Chinese constable was awarded \$10 compensation.

CROWN DROPS OPIUM PROSECUTION.

APPLICATION FOR RETURN OF SEIZED DOCUMENTS.

A startling development took place at the Police Court yesterday, when the Crown announced its decision to drop the case in which Wong Sit Ping, a merchant of No. 130, Bonham Strand, was charged with importing over a million dollars' worth of opium into China (cargo which, being transhipped through Hongkong, came under the provisions of the new Opium Ordinance).

There had been several adjournments of the case, no evidence being heard. The present action of the Crown is taken to indicate that nothing of a connective character was found in the documents seized by the Revenue Department from the *s.s. Taihawk*.

Mr. J. H. Nibhill, before Mr. Lindsell yesterday said the Crown were not offering any evidence in this case. Mr. Nibhill, representing defendant, asked if he could have returned the books and documents seized, as they were essential to the business of his client. Mr. Lindsell pointed out that as the Crown had no case to offer, Mr. Lo might reasonably apply for their return.

POLICE COURT PARS.

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton ordered a 14-year-old Chinese boy to undergo twelve strokes with the cane for the theft of a side-lamp belonging to the Hongkong and Kowloon Taxi-Cab Company.

Mr. R. E. Lindsell at the Central Magistracy yesterday, sentenced a Chinese coolie to six weeks' hard labour for trespassing in the Royal Naval Dockyard on Sunday.

Two Chinese coolies were fined \$2 each at the Central Magistracy, for loading chickens into a crate in Connaught Road Central on Monday without providing matting.

A Chinese was fined \$7.50, or fifteen months' hard labour in default, at the Kowloon Magistracy yesterday, when charged in connection with 15 taels of raw opium and 5.5 taels of the prepared drug.

When Mr. J. N. Silos, of the United States Consulate, was summoned at the Kowloon Magistracy yesterday, for failing to have the rear lights of his motorcar in proper working order on Sept. 28th, His Worship (Mr. Hamilton) said that he did not think defendant intended a breach of the regulations, but he would impose a fine of \$2.

UNITED STATES SILVER PRODUCERS.

PROPOSED EXPORT ASSOCIATION.

The New York *Commercial and Financial Chronicle* of August 9th states that: "The U.S. Federal Trade Commission made public on August 8th its interpretation (decided by a majority) of the Webb-Pomeroy Export Trade Act in so far as it effects the formation of an export association by silver producers. The Commission's conclusions are embodied in a letter, under date of July 31st, to C. F. Kelly, of the Silver Producers' Committee. The Commission, through acting-chairman Vernon W. Van Fleet, points out that it seems to be open under the terms of the Act, for those who desire to form an association under its provisions, to file with the Commission the declarations required under the Act; the preliminary assent of the Commission to the export association's existence and activity under the Act, it is added, is not required. The Commission observes that if your views should differ from those of the Commission and the results accomplished should in its judgment fall within the scope of the prohibitions of the Act, it would become the duty of the Commission to proceed to a determination of the issues involved. In answer to a specific query put to it, the Commission states that there is nothing in the Act which prevents an association formed under it from entering into any co-operative relationship with a foreign corporation for the sole purpose of operation in a foreign market. The only test of legality in such an arrangement," it says, "would be the effect upon domestic conditions within the United States. The Commission asserts that it was not within the purview of this Act that the operations of a Webb-Pomeroy association should become a device for betterment of a domestic market. Its sole purpose was the lessening of competition between domestic exporters in the foreign markets." Manifestly, the Commission says, "the arrangement must be devoid of any concerted curtailment of production or withdrawal from the domestic market of any part of its normal supply."

A PAUPER'S FORTUNE.

LEIPZIG STORY OF "BURIED" MILLIONS.

Thirty good citizens of Leipzig in 1911 formed a solemn league and covenant to help one another to get rich quickly in a manner that promised some handsome returns with a minimum amount of risk and effort. It was merely a matter of going about the business in hand in the right way. The sum they expected to earn was ten per cent. on \$22,000,000 that is to say, \$2,200,000, so that each member expected to earn \$73,000.

Their dreams have not yet been realised, and they have in consequence adopted a plan of trying to awake public interest in the case of Bernard Gotze, formerly a labourer employed by the municipality of Leipzig, now 79 years of age and able to keep himself and his aged wife on a pension of 8 marks a week. Why the thirty good citizens could not immediately relieve the distress of their founding by supplementing his old age pittance is not explained.

The story is that John Christopher Gotze, a Leipzig citizen, joined the Dutch Army in 1915 and did continuous service and was made Governor of Batavia. Besides accumulating an immense fortune in Japan, he inherited \$20,000,000. He therefore left the Dutch Civil Service and went to South Africa. There he inherited another fortune in gold mines, plantations, and land, which he left in 1931 to relatives in Germany. The money accumulated in the bank because it was impossible until 1937 to find any of Gotze's relatives. By this time legal difficulties had arisen about paying over the money, and those have never been overcome, even though at one time the Government of Saxony and a one-time British Ambassador in Berlin interested themselves in the matter.

The aged Bernard Gotze Society Limited agreed to take up his case if Gotze would pay ten per cent. on what they recovered. And so the treasure remains, says the Gotze Limited, as the thirty good citizens style themselves, buried in the vaults of the Bank of England while a penniless millionaire is starving in the busy streets of Leipzig.

FAST AIR FIGHTERS.

BRITAIN'S 200 MILES AN HOUR AEROPLANE.

A race has begun between the nations to increase the rate of ascent and speed of single-seater, gun-carrying aeroplanes, writes a British Air expert. The United States is to test new fighting machines which have been freed as far as possible from external fittings. At the French military aerodrome of Villacoublay machines which, it is said, exceed the previous 100 m.p.h. air-bote record for fighting craft, are being guarded in the strictest secrecy.

In Great Britain designers have tried to combine too many different qualities in one machine, and speed has suffered. Now, however, aeroplanes with 800 h.p. motors and equipment reduced to a minimum are to be constructed solely to attain the maximum rate of climb and speed at high altitudes. Carrying one man and a limited quantity of fuel, they will climb several miles in a few minutes, while it is expected that they will travel at more than 200 miles an hour.

NO 24 DOLE.

A big deputation, recently asked Mr. E. H. Farrar, Minister of Labour for New South Wales to pay the unemployed a basic wage of \$4 weekly. Mr. Farrar, peremptorily refused.

WORLD THEATRE

IRENE RICH & MONTE BLUE

"LUCRETIA LOMBARD"

A DRAMA OF FLAMING PASSION

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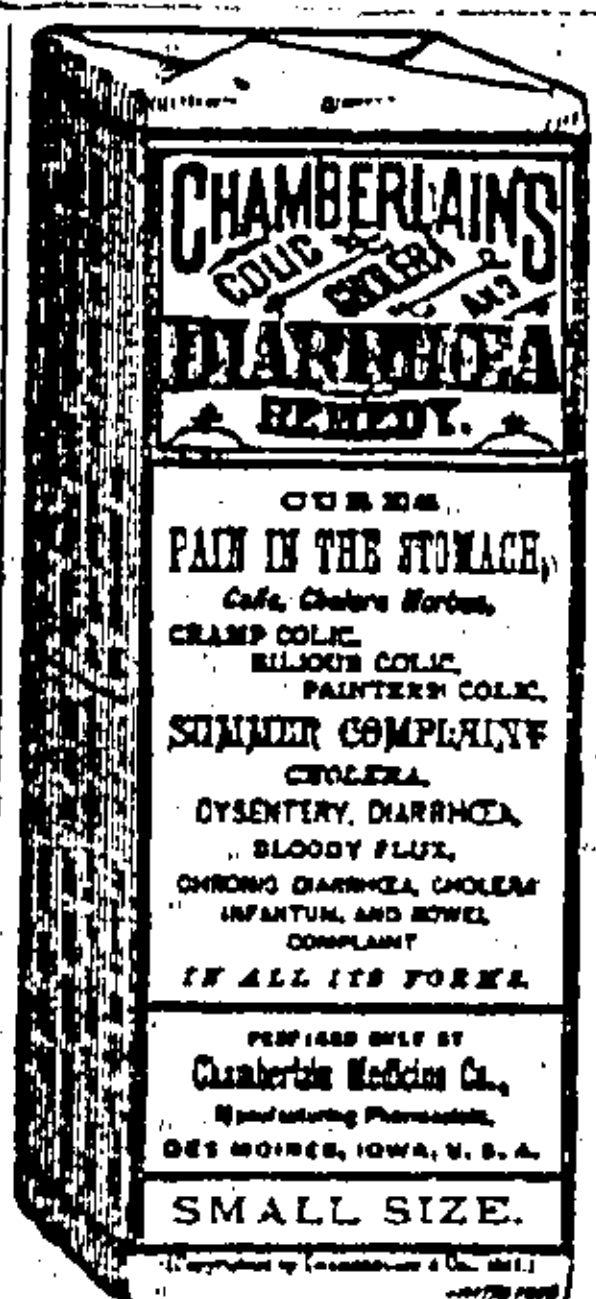
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KNOWLEDGE IS HEALTH.

Abundant illustration of the truth that without knowledge man is impotent to cope with his chief enemy, disease, is furnished by the Registrar-General's Statistical Review of England and Wales for 1923. There remains today a group of afflictions the origin of which is obscure or unknown. These diseases either have continued to claim their usual number of victims each year during nearly a century, or have actually increased their powers for evil. Cancer is the signal example. In the period 1885-92 the annual mortality from the disease was 173 per million; last year the mortality was 1,267 per million. Against this terrible increase may be set the wonderful diminution of killing-power which has occurred in the case of almost every disease about which knowledge has been extended. "Consumption" may serve as an illustration. In the same period during which cancer has increased so greatly, consumption has fallen from 382 per million (annual mortality) to 35 per million. Even in the last decade the conquest of disease by knowledge has been swift and decisive. Thus enteric fever has been cut down, as a killing agent, by nearly three-quarters since 1913, while the death-rates from diphtheria and scarlet fever have also been greatly reduced.

"These figures are perhaps the greatest of all possible testimonials to the value of medical research. The acquisition of knowledge has always been followed by the repulse of disease. In the absence of knowledge disease invariably remains master of the situation. In other words, our health is in our own hands. Given the men and the means, there is probably no secret which cannot be read. In the past the world has been content to leave its safety to a few pioneers, ill-equipped and often vexed by many disadvantages; and for its carelessness it has paid the penalty. Each an attitude is no longer even defensible, since, as the writer of a booklet entitled "Research in Medicine," which has just been published from the Middlesex Hospital, declares: "It is by prolonged observation and investigation, with constant watchfulness against error in deduction, that progress in medicine is made." It is not enough to spread knowledge among professional men; the public must share it, since, in the last issue, every citizen is a soldier in the army of health. The menace of public ignorance has recently been illustrated by the appalling epidemics which swept over Russia after the Bolsheviks had murdered the medical men in that unhappy country. But even public knowledge is less dependent on its doctors. Thanks to the policy of spreading knowledge which has characterized British Governments in the past, every individual is, in some degree, his own physician.

THE CHINESE DOCTOR.

[BY RUSSELL MAY IN THE "OUTLOOK"]

"This is my only experience of the Chinese doctor. I was travelling in Szechuan with a friend. His name was Mac, and he suffered terribly from malaria. To my horror he fell victim to a vicious attack by his old enemy at a place called P'ing Chi Lou—some 15 days' journey from the nearest European doctor. He lay on his camp-bed in the dirty inn and groaned and groaned and groaned. His temperature was somewhere between the fours and fives. He assured me angrily that quinine was worse than useless once the attack had started; he knew the symptoms well: headache, hopelessness, intense chill accompanied by an enormous temperature. It was between the hopelessness and the chill that I decided to act.

"Mac," I said, "the Chinese have been telling me that their doctor, one Li Fu Ling, is a corker. I am going to call him in."

Mac groaned, a little pettishly. I thought, and said, "Do anything you damned well like if you think it'll keep me alive."

He wasn't as bad as that really; but Mac always put it on a bit.

Ten minutes later I returned with Dr. Li Fu Ling. He was a striking old man: lean, bowed, bald, and, above all, incredibly filthy.

On our way from his house I had told him what the trouble was, and he had grunted as if he knew all about it. Having been introduced, he told Mac that it was a fine day; that the weather covering the last two months had been excellent, and that the crops were accordingly good. He said that he had been enjoying lots of practice, because what was good for the people of Szechuan was very often bad for the health of man. Only last week widow Tang, her daughter, and two small sons had died of a fever, in spite of the fact that he had worked hard to save them. He had done them, hypnotized them, poulticed and plastered them, bled them, and even drawn their teeth. But they had died. "Aye, Yuh!" (Chinese for "a long-drawn sigh") "Aye Yuh!"

Something that sounded rude escaped from Mac's lips, and he turned a vicious eye on the learned physician. The latter, however, unperturbed by this display of hostility, continued to walk slowly round and round the room. Occasionally he would stop dead, grunt, then sigh, and then walk on. He seemed to chant a little song, and I thought Mac would try to strike him.

At last he stopped at the foot of the bed and started at the writhing figure, and his face was the impenetrable mask of wax so beautifully described by our writers of oriental fiction. He reminded me of the Sheikh, and I wondered whether the Sheikh's expression, too, was due to sheer absence of brain.

Then, suddenly, his diagnosis was complete. He spat, resoundingly and retired.

Ten minutes later he returned with a thing that looked like a schoolroom may under his arm, and, after a careful inspection of the nails in the walls of the

(Continued on next column.)

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Ajax (Blue Funnel), due October 9th.
Empress of Australia, due October 9th.
Empress of Asia, due October 13th.
Kathgar (P. & O.), due October 3rd.
Lycion (Blue Funnel), due October 19th.
Mentor (Blue Funnel), due October 18th.
Oanfa (Blue Funnel), due November 1st.
Ureates (Blue Funnel), due October 9th.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 20th.
President Hayes (Dollar), due October 13th.
President Jefferson (Admiral Oriental), due October 8th.
Taurus (Blue Funnel), due to-day.

room, he hung it high up in a corner facing the almost inquisitive patient.

The thing proved to be a sheet of white paper with a large red dot in the centre, and, after adjusting it nicely, Dr. Li stood back a pace or two and examined it carefully. He was obviously satisfied.

And then he pronounced his cure.

"You must stare at that red disc," he ordered Mac, "for 57 minutes. Start now."

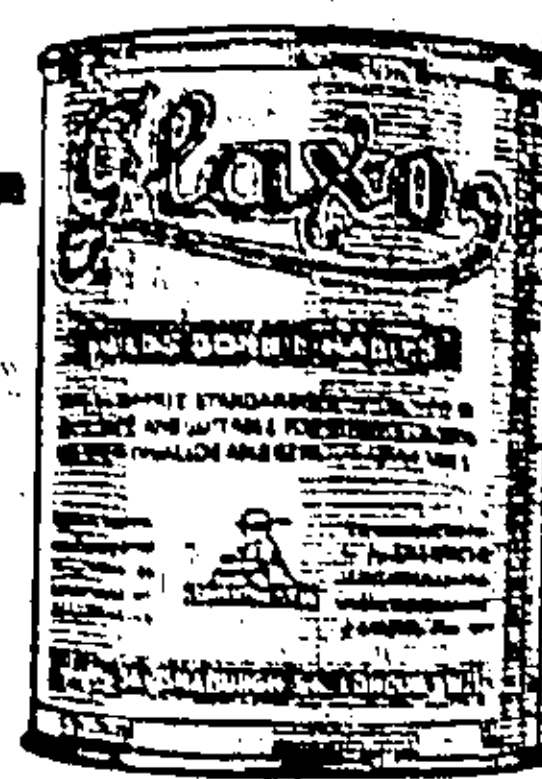
There was no doubt this time of the nature of the utterance of the sick man. I will write most things, but not that. Yet the fact remains that, after persuasion, he obeyed orders.

He stared and stared and stared. I, who knew Mac well—facial expressions and everything—saw, with wonder, not unmixed with misgivings, the contortions of pain slowly vanish. In 10 minutes misery had given place to sceptical curiosity. Five minutes later annoyance crept in, to be succeeded soon after by wrath. (All this time he had been conscientiously watching the red blob). Then came rage—nothing but red rage—and in a flash the thing burst.

Six foot two of exasperated Celt sprang from his sick-bed and kicked the son of Hygieia into the street.

The fever had gone!

And now, my brethren, comes the amazing part of this story. It is true.

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Agent.

Hongkong, 28th September, 1924. [1304]

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NEW TORPEDO 'PLANE.

FOR COAST DEFENCE.

The aviation correspondent of the London Daily Telegraph, writing from Brough on August 21st, said:—

One of the milestones in the progressive miracle of aviation was reached to-day, when, at the Blackburn Aeroplane Company's aerodrome here, the "Cubaroo," the first aeroplane specially designed for the Napier "Cub" 1,000 h.p. engine, was launched in the presence of Air Ministry experts and many official and foreign representatives.

This machine marks a distinct and important step in aircraft design, besides being one of considerable interest to Imperial defence. It was flown by an Air Ministry test pilot, Flight-Lieutenant P. W. S. Bulman, M.C., A.F.C., who in a fifteen minutes' flight demonstrated its wonderful controllability. Despite its great size and weight, it is, according to this pilot, extraordinarily easy to control. It "got off" and landed with all the ease and smoothness of a light machine, and the performance was in every way impressive.

The "Cubaroo" is a three-seater torpedo 'plane. It is the first aeroplane designed to any single-power unit of such great power, although another type of aeroplane designed for a less powerful engine has been fitted with the "Cub." The "Cubaroo" will carry a 21½ in. torpedo, weighing about 11 tons, or, alternatively, two smaller torpedoes, or a number of bombs. When employed as a reconnaissance craft it will carry sufficient fuel for a voyage of about 1,500 miles at a cruising speed of more than 100 miles per hour. It is armed with machine-guns. The torpedoes are launched when the aeroplane is flying close to the water. The "Cubaroo" would be a formidable opponent to any warship, for its rapidity of movement in three dimensions would give it a chance of escape even from a ship armed with anti-aircraft guns. Three or more "Cubaros" acting in concert could engage a battleship with a fair chance of crippling it.

The fuselage frame of the "Cubaroo" is of steel. The crew occupy protected cockpits. The wings are 88ft. from tip to tip, and the machine is therefore larger than any of the two or three engine aeroplanes on the air lines. The wings of this big biplane are 48ft. from tip to tip; the machine is 34ft. in length and 19ft. in height. The pilot's head is about 18ft. off the ground when the machine is at rest. The all-on weight of the "Cubaroo" is nine tons, of which 3½ tons is "useful load." The tail plane alone is as big as a small aeroplane, and the propeller is 16ft. in diameter.

16 CYLINDER ENGINE.

It is not permitted to publish other detailed dimensions or facts relating to "performance." Various reports concerning its equipment and performance have appeared, but these are unofficial and mostly inaccurate. The following additional particulars are, however, authorised for publication. From a spacious cabin situated in the centre of the aeroplane there is communication to the pilot's cockpit. This central cabin gives access by another ladder to a compartment behind the wings. The wings are foldable, so that the craft can be housed easily. The undercarriage is on four 4ft. wheels, and these are provided with Oleo shock absorbers, as also is the tail skid. The engine is the Napier "Cub," which is built, X-shape, of sixteen cylinders—four rows of four. Its total weight is 2,200lb., which is remarkably light even for an aeroplane engine. This, of course, illustrating the gain in lightness due to adopting the high power. An interesting comparison of the same power would weigh 47,000lb. The "Cub" engine has passed the severe Air Ministry tests, and has given splendid results, being very economical in petrol and oil.

Among those present at the launching were Wing-Commander H. M. Cave, Brown-Cave, Ministry; Engineer-Commander G. Villars, from the Admiralty, representing Lord Beatty, who was unable to attend; Major H. C. Davidson, U.S. Air Attaché; Capt. Silvine, chief of the Spanish Royal Naval Commission now visiting this country; Lieut. Kato and Commander Yamashita, of the Japanese Imperial Navy Office; representatives of the Finnish Government Aircraft Department; and the Australian and Canadian air liaison officers.

"MAJESTIC" RECORDS!

WORLD'S LARGEST LINER NEVER SO FULL

The White Star liner *Majestic*, the world's largest steamer had never been so full before as she was when she left Southampton on September 1st. There were 854 first-class passengers, 730 second-class, and 200 third-class. There was, however, plenty of room for more third-class passengers, due to the effect of the United States immigration laws and the quota.

Mails carried totalled 4,165 bags from Southampton, to be augmented as Cherbourg by more than 1,000 bags—nearly another record for this time of the year.

DAY AND NIGHT AIRWAY.

The world's first commercial day-and-night air-line, in which aeroplanes and flying-boats will be employed, was opened last month.

The 800-miles route will be from London to Copenhagen, via Amsterdam, Hanover, Berlin, and Stettin.

At Berlin a change will be made into another land-plane.

At Stettin travellers will embark in a flying-boat for Copenhagen. This night section is to be flown at first with mail and parcels only.

The passenger time-table will permit travellers leaving London at 8.15 a.m. to reach Copenhagen by 2 a.m. the next day.

52 HURT IN LINER.

WOMEN VICTIMS OF A MOUNTAINOUS SEA.

FIREMAN INJURED IN RESCUE WORK.

Caught by a mountainous sea while fighting a gale off Nantucket, last month, the White Star liner *Arabic* (16,788 tons) was thrown on her beam ends. Her superstructure was badly damaged and 52 persons were injured.

Of those hurt 33 were cabin passengers, nine third-class passengers, and the remainder members of the crew.

When she entered New York harbour late in the afternoon the *Arabic* was a sad spectacle. The railings of the boat deck were twisted, much glass was broken, and she was listing heavily where the cargo had been shifted by the gigantic sea.

From passengers in the *Arabic* one heard the story of how the ship came within a few degrees of capsizing, how the fixtures in the lounge were torn loose and hurled into a corner with the human occupants in the room by a gigantic wave, and how bravely the crew prevented a panic.

Conspicuous among those of the ship's crew who rushed to the aid of the passengers was Patrick Carney, a fireman, from Liverpool, who, in an effort to extricate a little girl caught under the wreckage had his own spine broken when the ship reeled to the other beam.

Capt. Hickson said that after leaving Halifax a hurricane with a wind of nearly 120 miles an hour struck the vessel. She appeared to be safely beating the elements until the day before she reached New York, when the glass began to fall sharply. Soon the wind died, down and the officers realised that they were going through the centre of the hurricane.

Soon seas of pyramidal form began to mount all around the vessel. One of them with tremendous force struck the *Arabic* just abaft the bridge on the starboard side, throwing her on to her beam ends. Fortunately many of the passengers were confined to the state-rooms lashed in their bunks, but nearly 100 of them, mostly women and children, were gathered in the lounge.

With all the furniture which was not fastened they were thrown into a heap in the port corner of the room. A call to quarters was immediately sounded and brought the crew to the aid of the injured, most of whom were American tourists. All those requiring hospital attention at New York were American women, except the fireman Carney.

The shock of the accident was so great that William Taylor, a Liverpool cellist in the ship's orchestra, has been placed under special medical attention.

The White Star liner *Homeric* was caught in the same storm, but weathered it with the loss of one lifeboat.

The hurricane in which the *Arabic* was caught swept the whole Atlantic seaboard of the United States. Ships were driven to take shelter in New York Harbour, which was crowded with vessels.

The seas were mountainous and a tidal wave is believed to have caused many casualties.

"LUCRETIA

LOMBARD

STARTING TO-DAY

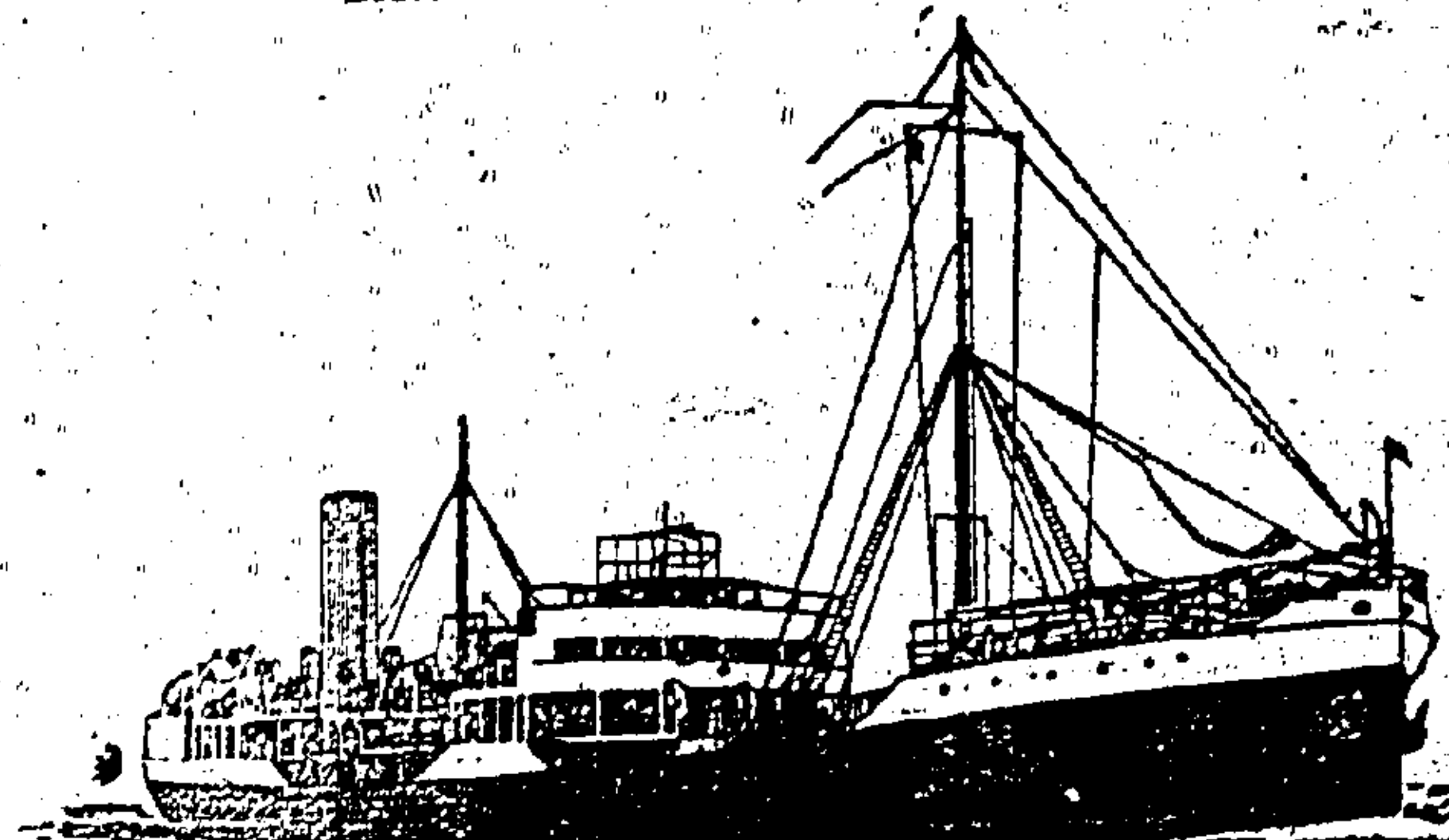
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427' 0" x 53' 1" x 21' 0" 3,400 tons d.w.t. 5,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK in the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:

M. G. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

PASSENGER SERVICE.

"CITY OF LAHORE" 16th Oct. Shanghai and Japan
 "CITY OF LAHORE" 16th Oct. Marseille, London, etc.
 "CITY OF KARACHI" 29th Jan. Do.
 "CITY OF KARACHI" 1st March. Do.

"A" Class. "B" Class.

(FARES TO LONDON.)

1st Class "A" £28. 1st Class "B" £24. Single 2nd Class "A" £12. "B" £8.
 Cargo Steamers, Saloon, Passage—£68.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"TEUCER" via Suez Canal 1st Oct.
 "EURYLOCHUS" via Suez Canal 11th Oct.
 "CITY OF RANGOON" via Suez Canal 31st Oct.
 "KOSMO" via Suez Canal 31st Oct.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	12th Oct.
CHANTILLY	—	—	26th Oct.
PORTHOUS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.
BANGKOK	9th Oct.	11th Nov.	7th Dec.
ANGERS	23rd Oct.	25th Nov.	21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) £ 35. 0s. 0d. B CLASS (1st Class) £ 33. 0s. 0d.
 STEAMERS 12nd £ 68. 0s. 0d. STEAMERS 12nd £ 60. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

loading for HAVRE, ANTWERP

and DUNKIRK about

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of October.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO., 3, QUEEN'S BUILDING.
HONGKONG Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG Capt. Ellis Walker Friday, 3rd Oct., ab 3 p.m.
 HAIFONG Capt. W. S. Tarnhill Tuesday, 7th Oct., ab 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

"PRINCE LINE FAR EAST SERVICE"

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" 1st October.
 S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building, [21]

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY,
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,896	1st Oct. Noon	S'pore, Penang, Colombo & B'way
"KASHMIR"	8,993	4th Oct. Noon	Marseilles, Gasa Blanca, L'don, Hull and Antwerp.
"PESHAWUR"	7,984	14th Oct.	Mars. London & Antwerp.
"MOREA"	10,911	18th Oct.	Marseilles & London
"SICILIA"	6,813	28th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	8,840	1st Nov.	Mars. London & Antwerp.
"MALWA"	10,941	15th Nov.	Marseilles & London
"SARDINIA"	6,884	25th Nov.	S'pore, Penang, Colombo & B'way.
"KARMALA"	9,098	30th Nov.	Mars. London & Antwerp.
"MANTUA"	10,902	13th Dec.	Marseilles & London
"SOUDAN"	6,896	24th Dec.	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,097	27th Dec.	Marseilles, L'don. & A'werp.

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"MACEDONIA"	11,039	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars. London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"KASHMIR"	8,993	21st Feb.	Marseilles, London & Antwerp.
"MALWA"	10,941	7th Mar.	Marseilles & London
"KASHGAR"	8,840	21st Mar.	Marseilles & London
"MANTUA"	10,902	4th Apr.	Mars. London & Antwerp.
"KARMALA"	9,098	18th Apr.	Marseilles & London
"MACEDONIA"	11,039	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

"TAIPEA"	8,800	4th Oct.	Singapore, Penang & Calcutta
"TAKADA"	8,848	27th Oct.	do.
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct. 11 a.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Oct.	Island, Townsville, Brisbane,
"EASTERN"	4,500	30th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,840	4th Oct. D.L.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"TAKADA"	8,848	4th Oct. D.L.	Kobe only.
"MALWA"	10,941	5th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	18th Oct.	do.
"KARMALA"	9,098	23rd Oct.	Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	1st Nov.	Moji & Kobe.
"TILAWA"	10,000	3rd Nov.	Shanghai & Kobe.
"TAKLIWA"	9,099	13th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"SOUDAN"	6,896	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,039	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.

1925

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 4 ft. x 4 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 12, Des Voeux Road Central, HONGKONG Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HONGKONG & SINGAPORE	"CHINGHUA"	On 2nd Oct. 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 2nd Oct. 2.30 p.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 4th Oct. Noon
WAIHAIWAI, CHEFOO & TIENTSIN	"NANNING"	On 4th Oct. 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 5th Oct. 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 7th Oct. Noon
AMOY, SWATOW & SINGAPORE	"KINGYUAN"	On 7th Oct. Noon
SWATOW & BANGKOK	"KWEIYANG"	On 7th Oct. 2.30 p.m.
SWATOW & SHANGHAI	"SUICHANG"	On 9th Oct. 2.30 p.m.
SHANGHAI & TIENTSIN	"YINGKOW"	On 11th Oct. Noon
SWATOW & SINGAPORE	"SINKANG"	On 13th Oct. 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 15th Oct. 2.30 p.m.
SWATOW & BANGKOK	"KALGAN"	On 14th Oct. 2.30 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Pukow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wusung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
 BUTTERFIELD & SWIRE, Agents.
 TELEPHONE CENTRAL 38.
 CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN"	5th October	8th October
"CHANGSHA"	2nd November	5th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
 BUTTERFIELD & SWIRE, Agents.
 Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "DUCHESSA D'AOSTA"	...	Sails about 30th October.
S.S. "GERANIA"	...	Sails about 23rd November.
S.S. "ROSANDRA"	...	Sails about 30th November.
S.S. "NUMIDIA"	...	Sails about 23rd December.
S.S. "VENEZIA"	...	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	...	Sails about 6th October.
S.S. "PERRIA"	...	Sails about 8th November.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th December.
S.S. "GERANIA"	...	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CAPOUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED
Agents.
Telephone Central 1030.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST CHOPAKA"	...	Due Hongkong 12th Oct.
U.S.S. "WEST CARMONA"	...	Leave Hongkong 16th Oct.
U.S.S. "WEST CARMONA"	...	Leave Hongkong 20th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

TO MANILA, BANGKOK, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST CAJOOT"	...	Due Hongkong 18th Oct.
U.S.S. "WEST JESTER"	...	Leave Hongkong 20th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
 For Full Information, APPLY TO
 STRUTHERS AND BARRY,
 L. EVERETT, General Agent for
 JAPAN-CHINA-PHILIPPINES,
 INDO-CHINA-STRAITS & JAVA.
 1st Floor, Queen's Building,
 Phone No. Central 3000.
 G. P. BRADFORD, Gen. Agent. [115]

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchants.

REGULAR FREIGHT & PASSENGER SERVICE

KELUNG, HONGKONG, CANTON & HAIPHONG.

Sailings from Hongkong.

For CANTON

For HAIPHONG via Hothow & Pakhoi

S.S. "CHUKWA MARU" ... on or about 2nd Oct.

For KELUNG via Swatow & Amoy

S.S. "TAKWA MARU" ... on or about 2nd Oct.

For further particulars, please apply to—

Branch Office: No. 27, Bonham Street West, Tel. Central No. 155.
Top Floor King's Building, Tel. Central No. 140 & 447.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
SHANGHAI	Luckoo	1st Oct.
SHANGHAI	Soochow	2nd Oct.
CANADA, U.S.A., JAPAN, SHANGHAI & LONDON via Canada-London, 30th Aug.	Emp. of Australia	3rd Oct.
EUROPE via Suez (Letters and papers, London, 4th, Sept. and Parcel, 28th Aug.)	Kashgar	3rd Oct.
AUSTRALIA & MANILA	St. Albans	3rd Oct.
AUSTRALIA & MANILA	Taiyuan	5th Oct.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Jefferson	5th Oct.

OUTWARD MAILS.

For	Per	Date
Swatow	Tungshing	Wednesday, 1st, 8.30 A.M.
Manila, Sandakan, Australia and New Zealand via Thursday Island due Thursday Island 14th Oct.	Arafuru	Registration 8.45 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Soudan	Letters 9.30 A.M.
Saigon	Apooy	10.00 A.M.
Formosa, Shanghai, Japan, Honolulu, U.S.A., Canada, Central & South America & Europe via San Francisco due San Francisco, 27th Oct.	Taiyo Maru	Registration 9.45 A.M.
Java via Batavia	Tuloboot	10.00 A.M.
Straits and Suez	Et. Tempier	2.30 P.M.
Saigon	Kishu Maru	2.30 P.M.
Manila	Teucer	2.30 P.M.
Swatow, Amoy and Formosa	Taikeo Maru	5.00 P.M.
Hohow	Chinhuu	Thursday, 2nd, 8.30 A.M.
Java via Surabaya	Tibodas	1.00 P.M.
Swatow	Hydang	2.30 P.M.
Swatow, Amoy & Foochow	Hai Hong	Friday, 3rd, 2.00 P.M.
Japan	Sichu	5.00 P.M.
Shanghai and Japan	Kashgar	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles due Marseilles, 1st Nov.	Kashgar	Parcels, 3rd, 5.00 P.M.
Shanghai	Luchow	Saturday, 4th, 9.45 A.M.
Amoy and Manila	Suining	10.00 A.M.
Wai Boi Wei	Dumming	2.30 P.M.
Hohow and Haiphong	Jungsun	5.00 P.M.
Swatow, Amoy and Formosa	Kaijo Maru	Tuesday, 5th, 9.00 A.M.
Sandakan	Hinang	Monday, 6th, Noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles due Marseilles, 4th Nov.	Autolyus	Registration 1.45 P.M.
Swatow and Bangkok	Kwasanz	Letters 2.30 P.M.
Amoy	Shantung	3.30 P.M.
Swatow Amoy and Foochow	Haifooong	5.00 P.M.
Swatow Amoy and Foochow	Haifooong	Tuesday, 7th, Noon.

LOCAL AND REGULAR OUTWARD MAILS.

FROM SHANGHAI BRANCH FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAY
Canton and Samshui	7.30 A.M.	9.30 P.M.	7.40 A.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	8.30 A.M.
Shak Ki	9.30 P.M.	9.30 P.M.	8.30 P.M.
Aommoon	6.00 P.M.	6.00 P.M.	6.00 P.M.
Kaukung	6.00 P.M.	6.00 P.M.	6.00 P.M.
Wachow	Saturdays 10.00 A.M.	4.00 P.M.	

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(DIRECT)

AUTOLYUS 6TH OCT. Marseilles, London, Rotterdam & Hamburg
HRELENUS 13TH OCT. London, Rotterdam & Hamburg
PATROCLUS 21ST OCT. Marseilles, London, Rotterdam & Hamburg
DARDANUS 25TH OCT. London, Rotterdam & Hamburg
*Calls at Oran.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

KT. TEMPLAR 1ST OCT. Marseilles, Havre, Liverpool & Glasgow
TYDEUS 20TH OCT. Genoa, Havre, Liverpool & Glasgow
KEEMUN 1ST NOV. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(VIA ROBE AND YOKOHAMA)

PHILOCTETES 12TH OCT. Victoria, Seattle & Vancouver
TALHYBIUS 8TH NOV. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

TEUCER 1ST OCT. Boston, New York, Baltimore via Suez
BURYLOCHUS 11TH OCT. Boston, New York, Baltimore via Suez
CALCHAS 10TH NOV. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

MENTOR 10TH OCT. Shanghai
PATROCLUS 21ST OCT. Singapore, Marseilles & London
MENTOR 17TH NOV. Singapore, Marseilles & London
HECTOR 16TH DEC. Singapore, Marseilles & London
TEIRESIAS 29TH DEC. Singapore, Marseilles & London
SARPEDON 27TH JAN. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FORWRIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

September 30th, 1924.

On London—	Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	3/4 15/16	
Bank Bills, at 30 days' sight	3/4 15/16	
Bank Bills, at 4 months' sight	3/4 15/16	
Credits, at 4 months' sight	2/3 1/2	
Documentary Bills, 4 months' sight	2/3 1/2	
On Paris—	Bank Bills, on demand	1/2 25
Credits, 4 months' sight	1/2 25	
On New York—	Bank Bills, on demand	53 1/2
Credits, at 30 days' sight	53 1/2	
On Bombay—	Telegraphic Transfer	162 1/2
Bank Bills, on demand	162 1/2	
On Calcutta—	Telegraphic Transfer	162 1/2
Bank Bills, on demand	162 1/2	
On Shanghai—	Bank Bills, at sight	nom.
Private, 30 days' sight	133 1/2	
On Yokohama—	On demand	106 1/2
On Manila—	On demand	103 1/2
On Singapore—	On demand	141 1/2
On Batavia—	On demand	nom.
On Saigon—	On demand	nom.
On Bangkok—	On demand	78 1/2
STERLING, Bank's Buying rate	47.50	
GOLD LEAF, 100 fine, per tola	47.50	
BAR SILVER, per oz.	35 1/2	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Funds—
Sterling \$2,500,000
Silver \$25,500,000
Reserve Liability of Proprietors \$30,000,000

Court of Directors:

W. L. PATTERSON, Esq., Chairman
H. P. White, Esq., Deputy Chairman
R. D. F. Beth, Esq., J. A. Munster, Esq.
A. H. Compton, Esq., J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak, N. L. Watson, Esq.
A. O. Lang, Esq., G. M. Young, Esq.

Chief Manager:

A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 2nd September, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. H. BARLOW, Chief Manager.
Hongkong, 2nd September, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £2,000,000
Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. F. FERGUSON, Manager.
Hongkong, April 18th 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO)

Incorporated by Special Imperial Charter, 1896.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) Yen 52,500,000
Reserve Fund Yen 13,980,000

HEAD OFFICE: TAIPEI (FORMOSA)

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Ginsu, Kagi, Katsen, Keelung, Makung, Nanto, Pusan, Shinchiao, Tainan, Tainan, Takow, Tamshui, Toiyen, Aka.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COURTESY WESTMINSTER AND PARK BANK

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, etc.

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Z. YAMAMOTO, Manager.
HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 28th June, 1924.

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N. C. WILSON, Manager.
7, Queen's Road Central,
Hongkong, February 11th, 1924. [30]

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Subscribed Capital Frs. 75,000,000
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Reserve Fund Frs. 59,987,233.54

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A. LECOT, Manager.
Hongkong, 1st March, 1924. [32]

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"KAN TONG PO," Chief Manager.
Hongkong, March 15th, 1924. [34]

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T. NISHIYAMA, Manager.
Hongkong, 24th July, 1924. [39]

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TSUYEE PEI, Manager.
Hongkong, September 8th, 1921. [38]